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THE

NEW STANDARD ATLAS

OF THE

DOMINION OF CANADA,

COMPILED, BY SPECIAL PERMISSION OF THE GENERAL AND PROVINCIAL GOVERNMENTS,

FROM

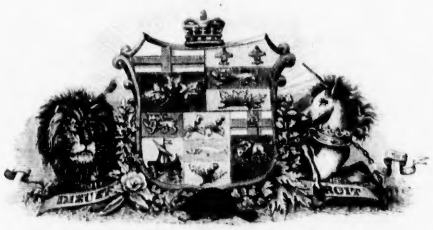
THE LATEST OFFICIAL MAPS AND SURVEYS,

AND COMPRISING A CORRECT AND COMPLETE SERIES OF

THE TOPOGRAPHICAL, GEOLOGICAL, POSTAL, RAILWAY, AND TIMBER-LAND MAPS OF CANADA;

WITH

LETTER-PRESS DESCRIPTIONS OF THE PROVINCES, CITIES, AND CHIEF TOWNS, THE RAILWAYS, AND THE GEOLOGY OF THE DOMINION, AND LISTS OF THE TOWNS, POST-OFFICES, ETC. ALSO A COMPLETE LIST OF THE BANKS OF THE DOMINION, THEIR CAPITAL, BRANCHES, AND FOREIGN AGENTS, ARRANGED FROM SPECIAL REPORTS



1875.

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TO

HIS EXCELLENCY

THE EARL OF DUFFERIN, K.P., K.C.B.

GOVERNOR-GENERAL

OF THE

DOMINION OF CANADA,

THIS ATLAS

IS, WITH HIS EXCELLENCY'S SPECIAL PERMISSION, RESPECTFULLY

DEDICATED

BY HIS EXCELLENCY'S MOST OBEDIENT, HUMBLE SERVANTS,

THE PUBLISHERS.

DOMINION OF CANADA.

SEAT OF GOVERNMENT: OTTAWA.

1875.

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SEAT OF GOVERNMENT: WINNIPEG.

1875.

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1875.

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PROVINCE OF PRINCE EDWARD ISLAND.

SEAT OF GOVERNMENT: CHARLOTTETOWN.

1875.

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PROVINCE OF NEW BRUNSWICK.

SEAT OF GOVERNMENT: FREDERICTON.

1875.

LIEUTENANT-GOVERNOR:

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Chief Superintendent of Public Instruction.....THEODORE H. RAND, D.C.L.
Attorney-General.....J. S. BEER, Esq.

PROVINCE OF BRITISH COLUMBIA.

SEAT OF GOVERNMENT: VICTORIA.

1875.

LIEUTENANT-GOVERNOR:

HIS HONOR THE HONORABLE JOSEPH W. TRUTCH.

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Minister of Finance, Agriculture, and Mining.....Hon. WILLIAM J. ARMSTRONG.

PROVINCE OF NEWFOUNDLAND.*

SEAT OF GOVERNMENT: ST. JOHNS.

1875.

GOVERNOR:

HIS EXCELLENCY COLONEL SIR S. J. HILL, C.B.

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Surveyor-General.....Hon. JOHN H. WARREN.

Speaker of Legislative Assembly....Hon. PRESCOTT EMERSON.
Chief-Justice.....Hon. SIR H. W. HOYLES, KT.

* The Province of Newfoundland is not yet in the confederation, but is added in this list as being likely to be at an early date.

PREFACE.

THE production of strictly accurate maps of a country like Canada, partially unsurveyed, spreading over magnificent distances, with a widely scattered population, and with railway extensions and immigration constantly building up new towns, is a work of such difficulties as to be well-nigh impossible. To merely private enterprise, its magnitude makes it utterly impracticable; and to depend upon miscellaneous local surveys of old data, as has heretofore been done, is merely reproducing, in amended form, the obsolete and imperfect maps of past years.

To avoid these errors, and to produce maps as nearly correct as possible, the publishers of this Atlas asked for, and obtained from the Dominion Government at Ottawa, and also from the various Provincial Governments, where necessary, permission to use and copy the latest official surveys and maps in the different departments, which have been so extensively and vigorously prosecuted since the era of confederation.

The United States Coast Survey at Washington, the acknowledged highest authority in such matters on *this* continent, furnished the projections of latitude and longitude upon which the maps were filled in, and then they were compiled from the most reliable authorities, depending for all *recent* matter upon the maps and surveys above alluded to.

The geological and other *special* maps of the Government were taken from transfers or copies furnished by the various departments controlling them, and the provincial maps were, after leaving Ottawa, again in many cases *locally* corrected. The timber-land maps were drawn under the direct superintendence of the different Crown land offices, and the post-offices and distances on the topographical maps were from the special private maps of the Post-Office Department, just completed. By these means the publishers hope to have succeeded in laying before the people of Canada an Atlas of maps from *new and reliable data*, which shall be worthy of their support; and before the people of Great Britain, who may be interested in the "brightest jewel of the British Crown," such a record of maps and facts as shall give them a better knowledge of it than they now possess.

The publishers desire also to acknowledge, most gratefully, the many obligations they are under to the chiefs and executive heads of the different departments of the Government at Ottawa, and of the local Governments of Ontario, Quebec, and the Maritime Provinces.

Special thanks are due to the Hon. A. J. Smith, Minister of Marine; the Hon. Isaac Burpee, Minister of Customs; W. H. Griffin, Esq., Deputy Postmaster-General; William Smith, Esq., Deputy Minister of Marine; J. C. Taché, Esq., Deputy Minister of Agriculture; and E. A. Meredith, Esq., LL.D., Deputy Minister of the Interior, for the kind interest and frequent personal assistance rendered by them in furtherance of this work.

To Col. J. S. Dennis, Surveyor-General, we are indebted for the original draft of the map of Manitoba, and for many kindnesses, and to John Dewe, Esq., Chief Post-Office Inspector, for great assistance with the special maps of his department.

To Alfred R. C. Selwyn, Esq., F.R.S., F.G.S., Director of the Geological Survey, we are indebted for very great assistance and innumerable courtesies; among others, for a special transfer from the original plate of the geological map of Canada prepared under the superintendence of Sir William Logan, F.R.S., in 1869, and for the drafts of the splendid new map of the Eastern Townships, made by Mr. Robert Barlow, Chief Draughtsman, and also for copies of all the geological reports from which we prepare our article on the Geology of Canada.

For the unexceptionably valuable maps of the chief timber limits of the Dominion, we are indebted to the courtesy of the Hon. T. B. Pardee, Commissioner of Crown Lands, Ontario; the Hon. P. Fortin, late Commissioner of Crown Lands, Quebec; E. E. Taché, Esq., Assistant Commissioner of the Crown Land Department, Quebec; the Hon. B. R. Stevenson, Surveyor-General of New Brunswick; and Alexander J. Russell, Esq., Chief of the Joint Crown Lands Office, at Ottawa; and to the valuable assistance of their deputies in furnishing the material for compilation.

To A. Murray, Esq., F.G.S., Director of the Geological Survey of Newfoundland, we are indebted for corrections of his map of Newfoundland, and for copies of his reports sent to us through Mr. Selwyn.

We mention with appreciation the services of the draughtsmen engaged in the compilation of the different maps: Robert Barlow, Esq., of the Geological Survey at Montreal; John Johnston, Esq., Dominion Land Office, Ottawa; Messrs. Mara & Maingy, of Ottawa; Alexander J. H. Russell, Esq., of the Crown Timber Office, Ottawa; Jules Taché, Esq., of Quebec; and Mr. Thomas G. Loggie, of Fredericton, N.B., who compiled the whole of the maps of the Maritime Provinces, and the timber map of New Brunswick.

In the compilation of the maps and the letter-press articles, credit is also due, and gratefully given, for information obtained from the map of British Columbia, by J. W. Trutch, Esq.; Taché's map of Quebec; the valuable Gazetteer of Canada, published by John Lovell, Montreal; Appleton's New Encyclopedia; Trout's Railways of Canada; Dawson's Acadian Geology; The Year-Book of Canada—1872, 1873, and 1874; The Dominion at the West, by Alexander Caulfield Anderson, Esq., J.P., Victoria, B.C.; Eighty Years' Progress of British North America, comprising the improvements in agriculture, commerce, trade, travel, and transport, with full statistical information, by H. Y. Hind, M.A., F.R.G.S., and others; The Dominion of Canada, as published by the Bureau of Immigration; the Reports for 1872–1873, and 1873–1874, of the Departments of Public Works, of Marine and Fisheries, of Agriculture, and the Bureau of Geological Surveys. Also the Pacific Railway Survey Reports, by Sandford Fleming, Chief Engineer, to whom we are indebted for an early copy with maps.

Our thanks are due to William Elder, Esq., of the St. John *Daily Telegraph*, for valuable items from that journal relating to the Maritime Provinces. Also to Hon. William Annand, of Halifax; George Peake, Esq., of Charlottetown; John Boyd, Esq., of St. John; Robert Wallace, Esq., of Victoria; F. J. S. Dore, Esq., of Ottawa; C. J. Brydges, Esq., of Montreal; and to the leading railway companies, for favours and information.

The engraving of most of the maps in this Atlas was entrusted to Messrs. H. H. Lloyd & Co., of New York, who have executed the work in a manner highly creditable to themselves, and never surpassed, on this continent, by any engraving of similar character.

The publishers have included in this Atlas many maps of a character not usually given, such as the timber-land maps and the military defence map; but they desire to call special attention to the plan, adapted from the maps of the Post-Office Department, of showing the *distances* over all railways, and between each town on highroads. This is done, in the latter instance, by straight lines showing the air-line *direction* of the post road, and the figures against them show the *actual measured* distance by such road, including its windings. These maps are also marked for all ports of entry, light-houses, telegraph stations, post-offices, money-order offices, etc., making them the most useful references for business purposes, as well as valuable for general use.

The descriptions of the country, its agricultural resources, its railways and minerals, have been written with a view only to clear and practical information, useful alike to the student, the merchant, or the immigrant.

There has been an acknowledged demand for a work like this in Canada, which has not yet been supplied; and, with thanks once more to the very many in all parts of the Dominion who have aided our enterprise, the publishers offer this Atlas, trusting that it may be found capable of meeting the requirements of the public.

JULY 1, 1875.

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DOMINION OF CANADA.

THE GEOGRAPHICAL POSITION AND EXTENT of the Dominion of Canada are more exactly shown in the maps of this atlas,—the *projections* for which were laid down by the United States Coast Survey at Washington, and the details furnished by the *latest surveys* of the Dominion and Provincial Governments,—and a clearer idea given of the value and extent of its vast territory than it has heretofore been possible to obtain through *private* and *less* comprehensive surveys.

From the southern frontier-line which separates them from the United States, to their ice-bound extension towards the Arctic Pole, then stretching from ocean to ocean, and measuring an air-line of 3000 miles from the outer limit of the Island of Newfoundland, washed by the Atlantic, to the outer limit of Vancouver's Island in the Pacific, the magnitude of the North American possessions of Great Britain, embracing more than half of the continent within their limits, is hardly realized by its own residents, and still less by even the most interested of our brethren in the mother country.

The line of demarcation between the territory of the United States and the territory of the Dominion of Canada starts on the east from the mouth of the River Ste. Croix, in the Province of New Brunswick, at a point where a land-mark, called the "Monument," is erected; following the waters of that river, it crosses a portion of the valley of the St. John, till it reaches that noble stream, the middle course of which it then follows to the mouth of the St. François River; thence it is continued by a broken line till, in the Province of Quebec, it reaches the 45th parallel of N. latitude, which it follows to St. Regis on the St. Lawrence. From St. Regis the boundary-line between the two countries is the middle course of the St. Lawrence, and of Lake Ontario, Niagara River, Lake Erie, River Detroit, Lake Ste. Claire, River Ste. Claire, and Lakes Huron and Superior. From the head of Lake Superior, the frontier-line follows the water-courses to Lac-des-Bois, and then the 49th parallel to the Pacific Ocean. North of the frontier-line thus traced, the whole of the continent of America is Canadian soil, with the exception of the territory of Alaska, formerly Russian America.

At the eastern frontier above briefly described, lie, surrounded by the waters of the Atlantic, the Island of Cape Breton and Prince Edward Island, which are in the Dominion, together with the Province of Newfoundland, which, although at present a distinct government, will no doubt soon follow the example of its neighbours and come under the banner of confederation; and as a counterpart, at the west lie, surrounded by the waters of the Pacific, Vancouver's and other islands included in the Dominion Province of British Columbia.

It is true, a considerable portion of this enormous extent of country is not capable of sustaining a large population, but the portion that is available for agricultural and industrial purposes is of immense extent, and sufficient to afford to the emigrating population of Europe ample room and abundant inducement for generations to come.

All the British North American countries, with the exception of the Province of Newfoundland, are now integral parts of the confederation called the Dominion of Canada.

The superficial area is greater than that of the United States, and is nearly equal to the whole of Europe. It comprises the following Provinces and Territories: Ontario, 121,260 sq. m.; Quebec, 210,920; Nova Scotia, 18,670; New Brunswick, 27,037; Prince Edward Island, 2131; British Columbia, 233,000; Manitoba, 16,000; Hudson Bay and North-west Territories, 2,206,725, exclusive of Labrador and the islands in the Arctic Ocean. These being added, the total area is nearly 3,500,000 square miles. Of this amount more than half is the property of the General Government, acquired by purchase from the Hudson Bay Company.

The prairie and timbered lands adapted for agriculture, and suitable for the growth of wheat and other grains, cover 586,225 square miles; and a further belt of land, comprising 928,000 square miles, is sufficiently timbered, and is applicable for the growth of grasses and hardy grains. In short, there are about 375,184,000 acres of agricultural land fit for cultivation, outside the limits of the organized Provinces, the greater part of which is well adapted to the growth of wheat.

The northern extremity of the chief wheat zone, commencing in the east at the parallel of 50°, on the N. side of the St. Lawrence, near its mouth, is deflected a little to the south, when it reaches as far W. as James's Bay; it then takes a general N. W. course till it strikes the parallel of 60° at its intersection with the meridian of 101°; from which point to the Pacific it has the form of a bow slightly bent northward, both ends of which rest on the parallel of 60°. The northern limit of grains and grasses, crossing James's Bay in lat. 52°, takes a N. W. course till it attains to nearly 70°, at the meridian of 132°. The wheat zone covers 1,300,000 sq. miles, that of the grasses and coarser grains 2,300,000 sq. miles, and of maize, 500,000 sq. miles.

Besides its agricultural lands, Canada possesses the wealth of immense forests, of the best fishing grounds of the world, and mineral deposits where gold, silver, copper, iron, and other metals abound, together with coal, in bountiful profusion.

Canada produces far more wheat, barley, peas, and oats to the acre than any part of the United States (we found this statement upon the results as given in the census of the two countries for the last twenty-five to thirty years). The most northern States approach nearest to Canada in the production of these staples. But even to a greater extent for pastures and meadows, and as a grazing country, does Canada excel the Republic.

Orchards everywhere thrive, and the Canadian apple is the standard of excellence; vast quantities are exported to England and sold as American, their nationality being lost. Melons and tomatoes grow equally with the potato, pea, turnip, and the rest of the vegetables known in England, and all thrive to a remarkable degree; and perhaps the best stock on the American continent is bred and raised in the eastern townships of the Province of Quebec.

CLIMATE.

Canada has not the same varieties of climate that some countries of much smaller extent enjoy; but the distribution of large bodies of fresh water saves it from the evils of aridity and sterility, and it is among the most invigorating and healthful belonging to the regions where grains and grasses grow, particularly favourable for the emigrant from Great Britain, or the north and north-west of Europe, and pre-eminently adapted to the production and continuance of a vigorous and healthy race of people.

It may be remarked that the climate of Canada has been more misunderstood than any other fact pertaining to the country. Very exaggerated impressions prevail respecting the rigour of Canadian winters. It is true that these are very decided in their character; and the snow, in many parts, covers the ground to a depth of two or three feet; but there are advantages in this. The snow is dry and packs under foot, making the best roads, and forming a warm covering for the earth; producing, moreover, an effect upon the soil which greatly facilitates the operations of the farmer in the spring. The dry winter atmosphere is bracing and pleasant.

The sensation of cold is far more unpleasant during the damp days, such as mark, for instance, the winters of the United Kingdom, than when the winter regularly sets in. The summers, like the winters, are also of a decided character, being in the main warm and bright; and fruits and vegetables which cannot be ripened in the open air in England will ripen here to perfection. It is believed that, taken as a whole, the climate of Canada is more favourable for both the agriculturist and the horticulturist than that of England, with the single exception of length of season in which labour can be done in the field. On this point, however, it may be remarked, as has been stated by Professor Johnston in his work on New Brunswick, that the number of days in which labour cannot be performed in the field, owing to rain, is much less in this country than in England.

INLAND WATERS.

The St. Lawrence and the connecting lakes above are estimated to contain 12,000 cubic miles of water. Besides these, there are thousands of lakes in Canada further north, some very large, and others of which the size is only very imperfectly known.

The River St. Lawrence, which brings down the waters of six lakes (for to the five on the frontier Nipigon in the north must be added), is the greatest natural entrance and outlet of the country. This river is navigable for sea-going vessels as far as Montreal, a distance of nearly 600 miles. Above Montreal several extensive rapids occur. They can be descended by the largest steamers which navigate Lake Ontario; but as no force of steam is sufficient for their ascent, it has been necessary to construct canals, near the sides of the river, to overcome them. These canals, with that intended to overcome the falls of Niagara—the Welland—have been constructed at a cost to the Province of $15,000,000, the whole of them having been directly built as government works. By the aid of these canals, and that constructed at the Sault Ste. Marie, between Lakes Huron and Superior, vessels may descend from the head of the latter lake into the ocean; and as a matter of fact, several vessels have gone from Chicago, on Lake Michigan, to Liverpool. The Saskatchewan, which takes its rise in the Rocky Mountains and empties into Hudson Bay, through Lake Winnipeg and the Nelson River, is about 1800 m. long; but from the interruptions to navigation near its mouth, and the high latitude in which it lies, it is only the upper section, or Saskatchewan proper, that is valuable for navigation. The Mackenzie, which has a course over 10° of latitude, connects with the Arctic Ocean. The St. John in New Brunswick, the Fraser in British Columbia, the Ottawa and the Saguenay, are great highways and feeders to the commerce of the country; and the numberless tributaries to the larger streams, and the innumerable lakes, testify to the abundant manner in which the lands of the Dominion of Canada are watered.

POPULATION.

In 1861, the population of the Provinces now forming the Dominion was 3,207,636; and by the census of 1871 it was 3,672,325, exclusive of Indians in the North-west and Hudson Bay territories, distributed as follows: Ontario, 1,620,851; Quebec, 1,191,576; New Brunswick, 285,777; Nova Scotia, 387,800; British Columbia, 50,000; Manitoba, 13,600; and Prince Edward Island, 94,021, and North-west Territory, not included in organized Provinces, 28,700. At the same ratio of increase, which, however, has been exceeded by reason of increased immigration, the present population of the Dominion (1875) would be 3,867,743. In Manitoba the increase by immi-

gration has been over fifty per cent., and there is no doubt that the population now contains over 4,000,000 of people. The percentage of increase in the principal cities of the British Provinces, between 1861 and 1871, has been—

	Per ct.
Charlottetown, Pr. Ed.	31.3
Frederickton, N. B.	34.3
Halifax, N. S.	18.3
Hamilton, Ont.	39.9
St. John, N. B.	36.6
* Kingston, Ont. (decrease)	9.7
London, Ont.	36.9
Montreal, Que.	18.7
Ottawa, Ont.	46.9
* Quebec, Que. (decrease)	.8
Toronto, Ont.	28.1
Three Rivers, Que.	24.9

The nationalities comprised were 1,082,940 French, 846,414 Irish, 706,369 English, 549,946 Scotch, 202,991 German, 29,622 Dutch, 23,035 Indian, 21,496 African, 7,773 Welsh, and the rest of various origin.

There were in 1871, in the four Provinces of Ontario, Quebec, New Brunswick, and Nova Scotia, 1,492,029 Roman Catholics, 494,049 Episcopalians, 490,093 Methodists, 417,348 Canada Presbyterians, 107,259 Church of Scotland Presbyterians, 225,745 Baptists, and numerous other denominations in smaller numbers.

There are 436 newspapers and periodicals published in Canada, of which 43 are daily, 22 tri-weekly, 10 semi-weekly, 303 weekly, 9 semi-monthly, 45 monthly, 2 quarterly, and 2 yearly.

POLITICAL ORGANIZATION.

The Constitution for the government of the Dominion is embodied in an imperial act, known as "The British North-American Act, 1867;" it received the royal assent on March 29 in that year. The passage of this act took place at the express desire of the Provinces interested.

The immediate reason for a change was that the old union between Upper and Lower Canada had become unsatisfactory. Based as this union was upon an equality of suffrages without regard to relative population, the increasing preponderance of Upper Canada, carrying with it no corresponding increase of political power, made itself felt in discontent with the existing political conditions. When it became manifest that Lower Canada would not consent to an increase of the representatives of Upper Canada, under the then existing legislative union, the upper Province sought a remedy in a change of the relations of the Provinces to one another, and to those adjoining, but not united to them. The initiative was taken in 1864, by the parliament of Canada, a secret committee of the legislative assembly being appointed to inquire into the political condition of the Provinces, and devise a remedy for the evils complained of. The proceedings of that committee have never been divulged.

Scarcely had it concluded its labours when the two political parties, hitherto separated by an antagonism which every year tended to make more acrimonious, united with the avowed object of bringing about a federal union of the whole of British America, from the Atlantic to the Pacific, with Prince Edward Island and Newfoundland, the latter of which, in the colonial system, is not considered part of British America. Delegates were appointed by the governments of Canada, Nova Scotia, and New Brunswick, to arrange a basis of federal union. Prince Edward Island and Newfoundland refused to co-operate; and the majority of the people of Nova Scotia, not sanctioning the action of their government, displayed a strong opposition.

When the basis of union had been agreed upon at the Quebec conference of delegates, it was submitted to the several legislatures for ratification. In Upper Canada there was no opposition; in Lower Canada opposition was confined to the usual political minority, relatively very small; in New Brunswick confederation, after a struggle, commanded a large majority; in Nova Scotia the consent of the legislature was not obtained. Delegates were now appointed by the governments of the several Provinces, to carry this basis of union to England and get it embodied in an act of the imperial parliament. That parliament would probably have refused to do violence to the wishes of any Province; but it was induced to believe that the question of confederation had not been an issue at the previous general election in Nova Scotia. To the united Provinces the name of the "Dominion of Canada" was given. At the start the confederation included four Provinces: Ontario, Quebec, Nova Scotia, and New Brunswick. British Columbia and Prince Edward Island have since been brought in, and the whole of the Hudson Bay territory purchased and annexed. The executive authority is nominally vested in the Queen of England; and the Governor-General, the only officer in the Dominion who receives his appointment from the British government, carries on the government in her name. With the sole exception of the pardoning power, the authority of the governor is exercised under the advice of a privy council, appointed and removable by himself, with the approbation and assent of the House of Commons. The command of the land and naval militia, and of all naval and military forces, is vested in the Queen. Ottawa is the seat of the federal government. The legislative power is exercised by two houses of parliament, styled the Senate and the House of Commons, in connection with the Governor-General, whose assent to all acts of parliament is given in the name of the Queen. The Senate is not a representative body, in the sense of being periodically elected. Its members are nominally appointed by the Crown; in fact, by the Governor-General, on the recommendation of the privy council. Under the legislative union of the Canadas, the legislative council, which then formed the second chamber, had for some years been elected by the people. This practice had not prevailed in New Brunswick; and the Quebec conference decided upon going back to the principle of Crown nomination. Ontario has 24 senators, Quebec 24, Nova Scotia 12, New-Brunswick 10, Prince Edward Island 4, British Columbia 3, and Manitoba 2. The whole number cannot exceed 78. A senator must be 30 years of age, a natural-born or naturalized subject of the Queen, possessed of freehold property to the value of $4,000, and an equal amount in personal property, and a resident of the Province for which he is appointed. In the case of Quebec, senators are appointed to represent particular districts; and they must either be residents of those districts or have a property qualification therein. The appointments are for life, but a seat would be vacated by bankruptcy or loss of the required property qualification, transfer of allegiance to another country, treason, felony, or any infamous crime. The House of Commons now consists of 205 members, of whom 88 are for Ontario, 65 for Quebec, 10 for Nova Scotia, 16 for New Brunswick, 6 for Prince Edward Island, 6 for British Columbia, and 4 for Manitoba. There is no fixed date for the annual meeting of parliament; that body is summoned, as in England, by the executive, at convenient times for the dispatch of business. The electoral divisions of Quebec (late Lower Canada), Nova Scotia, and New Brunswick, remained the same as before the confederation was formed; those of Ontario (late Upper Canada) were somewhat altered. Except for Quebec, which is always to continue to have the fixed number of 65 representatives, there is to be a re-adjustment of the representation after every decennial census, according to the changed proportions of the population; but no Province is to have the number of its representatives reduced unless the decrease of population, as compared with the population of the whole of Canada, reaches 20 per cent.

All appropriation and tax bills must originate in the House of Commons; and no money vote can be proposed unless it be recommended to the house by message from the Governor-General. There are certain measures of an unusual or extraordinary kind to which the Governor-General may refuse the royal assent, and which he may reserve for the signification of the Queen's pleasure; and the royal veto may be exercised at any time within two years. Besides the federal government, there is a local government in each Province. The lieutenant-governors of the Provinces are appointed by the Governor-General, and hold office during pleasure, but are removable only for cause within five years, which is practically the term of their incumbency. They are advised by executive officers, most of whom act as heads of departments, who are responsible to the people's representatives. These governments are not uniform in structure, one of them, that of Ontario, having but one chamber. In the distribution of the powers between the general and the local legislatures, the Crown lands remained under the control of the governments of the Provinces in which they are respectively situated. To the charge of the general parliament were assigned public debt and property; the regulation of trade and commerce; the raising of money by any mode of taxation; borrowing on the public credit; postal service; census and statistics; militia, military and naval, and defence; beacons, buoys, lighthouses, Sable Island; navigation and shipping; quarantine and the establishment and maintenance of marine hospitals; sea-coast and inland fisheries; ferries between a Province and any British or foreign country, or between two Provinces; currency, coinage, and legal tender; savings banks; weights and measures; bills of exchange and promissory notes; interest; bankruptcy and insolvency; patents of invention and discovery; copyrights; Indians, and lands reserved for Indians; naturalization and aliens; marriage and divorce; the criminal law (from which the constitution of the courts is strangely excepted, and the anomaly is seen of legal legislatures constituting or altering the constitution of courts to which the general government appoints the judges); the establishment, maintenance, and management of penitentiaries; and all subjects not expressly assigned to the local legislatures. The residuum of power therefore rests with the general legislature, not the provincial. The parliament of Canada has to enact uniform laws relative to property and civil rights in the several Provinces, and the procedure of any courts therein; but such laws can not go into effect until re-enacted by the provincial legislatures. The powers confided to the local legislatures are uniform. They include the right to amend the local constitutions, except as regards the office of lieutenant-governor; direct taxation to raise a revenue for provincial purposes; to borrow money on the credit of the Province; the establishment of the tenure of provincial offices, and the appointment and payment of provincial officers; the management and sale of the public lands and timber; public and reformatory prisons; local hospitals, asylums, and charities, other than marine hospitals; municipal institutions shop, saloon, auction, and other licenses; local works, exclusive of lines of ocean and other ships, railways, canals, and telegraphs which extend beyond the limits of the Province, or, being situated wholly within one Province, have been legally declared to be for the general advantage of Canada, or of more than one Province; the incorporation of companies for provincial purposes; the solemnization of marriage; property and civil rights; the administration of justice; the enforcing of laws, by punishment, fine, or penalty, having relation to any of the subjects of which the provincial legislature has cognizance; and, generally, all matters of a local or private nature. Previous to the establishment of confederation, separate Roman Catholic schools had been established in Ontario, and dissentient or Protestant schools in Lower Canada, as part of the public-school system; and the continued existence of both is guaranteed by a constitutional prohibition to legislate on the subject. With regard to agriculture and immigration, the general and local legislatures have concurrent jurisdiction. The only judges appointed by the local governments are those of the probate courts in Nova Scotia and New Brunswick. The judges of the courts of Quebec, where there is a million of French-speaking people, must be selected from the bar of that Province. The judges of the superior courts hold office during good behaviour, but are removable by the Governor-General on address of both houses of parliament. The salaries, allowances, and pensions of the judges of the courts, except the probate courts of Nova Scotia and New Brunswick, are fixed by the parliament of Canada. Parliament has authority to establish a general court of appeal, of which the powers will be similar to the supreme court of the United States. At present the Dominion government has to pronounce on the constitutionality of acts of the provincial legislatures, before exercising the authority to disallow them. The Dominion assumed the debts of the several Provinces

* The apparent decrease in Kingston and Quebec arises from the fact that the troops stationed in these cities were included in the census of 1861, but omitted in the enumeration of 1871.

to the amount of $62,500,000; and the residue of the debt of Canada above that amount, not less than $10,500,000, was assumed by the Provinces of Ontario and Quebec, in proportions to be determined by arbitration. Nova Scotia became liable for whatever amount its debt was in excess of $4,000,000, and New Brunswick for whatever sum its debt might exceed $7,000,000. The Dominion government undertook the purchase and completion of the P. E. I. Railway, and in British Columbia the construction of the Pacific Railway to connect it with the Eastern Provinces. The Dominion obtained the customs and excise revenues, and agreed to pay each Province an annual subsidy of 80 cents per head of the population, besides a fixed yearly sum for the support of its government; Ontario, $80,000; Quebec, $70,000; Nova Scotia, $60,000; New Brunswick, $50,000. Prince Edward Island, British Columbia, and Manitoba have since had similar grants upon admission to the confederation.

This subsidy, and the lands, minerals, and forests, constitute the actual sources of the provincial revenues; but to them they can, if necessary, add the resort to direct taxation. To Nova Scotia an additional amount has since been granted.

New Brunswick is entitled to receive, in addition to the above amount, $63,000 a year for ten years. To the existing Dominion debt is to be added the further cost for the Intercolonial Railway to connect Halifax and Quebec, sections of which were built many years ago, and the remainder is now in course of construction; and the Pacific Railway, the construction of which was one of the conditions of the accession of British Columbia to the union.

In the division of assets, the Dominion took the canals, harbours, lighthouses, public vessels, river and lake improvements, debts due by railway companies (few of them of any value), military roads, custom-houses and public buildings, except those required for the provincial government, armories, drill-sheds, munitions of war, and lands set apart for general public uses.

MILITIA.

The militia of the Dominion is in a state of efficiency very creditable to its organizers.

The number of active volunteer militia enrolled in the Dominion is about 50,000.

Of this number upwards of 34,000 performed the annual drill, the greater part for 16 days' continuous drill. The reserve militia, in 1873, numbered 738,981 men between the ages of 18 and 60. Scientific instruction in artillery exercises is provided for, and the batteries are being armed, as fast as circumstances will permit, with the same description of field-guns as those lately issued to the horse artillery of the regular army. The cavalry are armed with Snider carbines in addition to their swords. The infantry are all armed with Snider breech-loading rifles, and use the same ammunition as the regular army. The active force is organized by corps, companies, battalions, and batteries into brigades of the three arms, and these rest upon a reserve organization of the whole manhood of the Dominion, as above stated. The Adjutant-General reports that in some of the rural battalions of the active militia were whole companies equal in height and physical appearance to the English guards, and that no finer material for soldiers could be found anywhere than amongst the backwoodsmen of Canada.

The command of the Canadian militia must, according to the statute, be filled by a person having attained a field officer's rank in the imperial forces, and has recently been conferred on Major-General E. Selby Smyth, in succession to Colonel Robertson Ross, who resigned and returned to Great Britain in August, 1873.

REVENUE.

The revenue for the year ending June 30th, 1873, was $20,813,469.45, of which more than half, $12,954,164.05, was derived from customs; excise, the next largest item, producing $4,460,681.81.

The income from public works, including canals and railways, was $1,316,635.90, and the remainder is made up of numerous smaller items. At the same date the outstanding public debt was $105,282,556.05, including Dominion notes and savings-bank deposits. It consists of 5 and 6 per cent. securities, and others covered by the imperial guarantee, and bearing a much lower rate. Portions of this debt fall due at various times up to the year 1903.

The revenue just announced for the year ending June 30th, 1874, is $23,501,245.33, with a still larger proportion derivable from customs, and showing a gratifying condition of the industries and commerce of Canada.

The debt of Canada was incurred for the construction of public works which are of the greatest service to the country, and will continue to be so in increasing ratio with the increase in population, whilst the cost *per capita* will be thereby correspondingly diminished. The present amount of net debt *per capita* is very light, compared with those of the United Kingdom, the United States, and many other countries.

IMPORTS AND EXPORTS.

The value of the imports for the year ending June 30th, 1872, was $107,704,895; an increase of over $20,000,000 on the previous year. The duties collected on them amounted to $13,016,218. The value of the exports was $82,639,663.

The imports for the year ending June 30th, 1873, were $126,586,523; and the exports $90,610,573, an increase over the previous year's totals of $26,848,317.

The exports for the year ending June 30th, 1873, comprised the following articles:

Produce of mines	$5,105,979
" fisheries	4,746,215
" forests	28,705,562
Animals and their produce	13,288,147
Agricultural produce	14,953,358
Manufactures	2,960,017
Other articles	1,784,324
Ships	782,980
Goods not produce of Canada	9,343,433
Coin and bullion	3,846,273
Short returns	3,000,000
Manitoba	208,088
British Columbia	1,792,347

The imports for the year ending June 30th, 1874, were $127,368,972, and the exports $89,886,800, divided among the different Provinces as follows:

	Exports.	Imports.
Ontario	$25,679,169	$48,757,220
Quebec	46,723,071	51,952,705
Nova Scotia	7,598,081	10,874,752
New Brunswick	6,245,867	10,320,391
Manitoba	797,762	1,472,220
British Columbia	2,120,694	2,047,585
Prince Edward Island	722,156	1,914,039
Totals	$89,886,800	$127,368,972

Considering the stagnation of the lumber trade during 1874, the returns go to show that other sources of production continue in an active and healthy condition, and that the substantial progression of trade through the country yearly continues.

The great increase of Canadian trade will appear more striking if we take two decennial periods and note the steady augmentation:

From $29,703,497 in 1850, the total trade of Canada, then comprising only Ontario and Quebec, had increased in 1859 to $58,299,142; and from $68,955,093 in 1860, to $94,791,860 in 1866–7.

Since the confederation of the Provinces, the total trade of the Dominion is set down as follows:

1867–68	$129,553,194
1868–69	130,889,000
1869–70	148,387,820
1870–71	170,266,559
1871–72	190,348,770
1872–73	217,197,096
1873–74	217,255,772

Nothing can more clearly show than these figures the very rapid expansion of the trade of Canada for the past twenty-four years. The increase of the trade within the last two years was about the same volume as the total trade in 1850. It is, however, since the era of confederation that the most rapid increase of trade has taken place. Confederation has given a more rapid stimulus to industry of all kinds than its most sanguine advocates predicted. An increase of 70 per cent., or nearly eighty-eight millions of dollars in seven years, is an unusually gratifying exhibit.

MARINE AND FISHERIES.

Ship-building is one of the most important industries of Canada, many vessels being built in favourable seasons for sale abroad, as well as those for home use.

The steady, progressive growth of this interest under confederation may be seen at a glance in the following table:

The number of vessels built and registered from 1868 to 1873, inclusive, was:

YEARS.	BUILT.		REGISTERED.	
	No.	Tons.	No.	Tons.
1868	355	87,230	539	113,602
1869	336	96,439	526	124,408
1870	339	93,166	494	110,852
1871	389	106,101	540	121,724
1872	414	114,068	563	127,371
1873	481	135,168	571	167,024
Totals	2314	652,169	3233	765,071

And for the year ending December 31st, 1874, the very large increase shown below has been *built*:

	No. of Vessels.	Register Tonnage.
New Brunswick	99	42,027
Nova Scotia	175	84,480
Quebec	73	20,796
Ontario	50	10,797
Prince Edward Island	88	24,634
British Columbia	6	276
	490	183,074

In addition to these, there were also six new vessels—measuring 7746 tons—which proceeded to the United Kingdom under Governor's pass without being registered, making altogether 496 new vessels, measuring 190,756 tons register, and valued at $8,584,020.

Much interest and pride is naturally felt by all Canadians in the important position which Canada is now assuming, with reference to the rapid growth of her mercantile marine, and her relative position among the other ship-owning states of the world. If her merchant shipping increases as fast in the future as it has done in the past—and there is every reasonable ground for believing that it will do so—there can be very little doubt but that before many years elapse she will stand third or fourth on the list of the ship-owning countries of the world—Great Britain and Ireland holding the first position, and the United States of America the second.

According to the latest reports given by Wm. Smith, Esq., Deputy Minister of Marine, the tonnage registered in each of the Provinces respectively on the 31st days of December, 1873 and 1874, was as follows:

	1873.		1874.	
	Vessels.	Tons.	Vessels.	Tons.
New Brunswick	1147	277,850	1144	294,721
Nova Scotia	2803	449,701	2787	479,669
Quebec	1842	214,943	1837	218,946
Ontario	681	89,111	815	113,008
Prince Edward Island	280	35,918	312	48,388
British Columbia	30	4,095	35	3,611
	6753	1,073,718	6930	1,158,363

Being an increase in 1874 of 147 vessels and 84,645 tons.

This makes Canada's position the *fifth* among the mercantile navies of the world.

According to the usually received authorities, on the 31st December, 1874, the seven principal ship-owning countries of the world ranked as follows, exclusive of inland vessels and steamers under 100 tons.

1. Great Britain and Ireland	5,748,097
2. United States	2,685,300
3. Norway	1,385,843
4. Italy	1,288,627
5. Canada (including inland tonnage)	1,158,363
6. Germany	1,040,785
7. France	941,817

In the Canadian registry, inland tonnage is included, but, being mainly large lake craft, ranking properly with sea-going vessels, no fair comparison could be made by excluding them as equivalent to the small river craft of the European countries cited above, and it is not likely that the deduction would alter the relative positions of Canada and Germany.

Certainly enough has been stated to show that before many years have elapsed, Canada may reasonably expect

to take her position as the third or fourth greatest ship-owning country of the world.

Very few persons know much about the tonnage of the vessels comprising the lake marine of Canada, one reason being that none of their names are to be found in the British Mercantile Navy List, owing to the fact that they are all registered under a local act. Still, Canada has on the lakes and the St. Lawrence, engaged wholly in inland navigation, a very respectable number of vessels.

The last report gives their number thus:

	No.	Tons.
Steamers	108	72,[illegible]
Sail vessels	390	72,[illegible]
River barges	260	4[illegible]
	1018	154,[illegible]

Valued at over $1[illegible]

The *Lighthouse* system upon the sea coasts and inland waters of the Dominion is very extensive, and constantly extending under the energetic administration of the Department of Marine. By their report for the year ending June 30th, 1873, the lighthouses are classed in four general divisions. The first, known as the Ontario Division, embraces the lights and lightships extending between Montreal and the boundary-line of the Provinces of Ontario and Quebec, as well as those of the Upper Lakes, the Ottawa River, and the St. Lawrence, from Montreal, westward. At the close of navigation, there were in this division ninety lighthouses in operation, as well as four light-vessels maintained wholly, and one partly, by the government.

The next division comprises the St. Lawrence below Montreal, the Gulf, the Straits of Belle Isle, the coast of Labrador, and three lights maintained by the Dominion on the coast of Newfoundland—a very extensive district, and requiring a considerable staff as well as steam vessels for its inspection and management. At the close of the season of 1872–73, there were in the division 38 lighthouses, 5 lightships—two having steam whistles on board—65 buoys, 55 beacons, and 7 provision depots. There is also a steam fog-whistle at the south point of Anticosti, and one at Cape Ray, both attended by an engineer.

The New Brunswick division comes next, with 53 lighthouses, one lightship, and three steam fog-whistles. Of the 53 lighthouses, 26 are sea-lights.

The Nova Scotia division is one of very great importance. At the end of the year there were in this division 52 lighthouses, besides a very large number of buoys, beacons, and steam fog-whistles, costing for maintenance in the year, $100,953. During 1873, there were put in operation no less than eight new lighthouses and three steam fog-whistles.

The lighthouse service of Prince Edward Island is very limited as compared with its sister Provinces, but it has been subjected to many improvements since the island entered the Confederation.

Four lighthouses, a lightship, and a number of buoys constitute the strength of the service at present in British Columbia.

Within six years, on the coast of Canada ninety-eight new lighthouses have been built, four new lightships established, and ten new steam fog-[illegible] forty-eight new lighthouses, eight fog-alarms, and two lightships are in process of construction. By [illegible] of Canadian petroleum oil these are maintained at a cheaper rate than in any other country in the world. Ninety thousand gallons of oil were required for the service last year, which was obtained by contracts at 21 cents per gallon, or about 10½*d.*

FISHERIES.

The fisheries of British America are of vast value, and are in a most flourishing condition under the fostering care of an exclusive department of the government, that of the Minister of Marine and Fisheries.

The latest official statistics show steady increase in the number of vessels and men employed, and in 1872 over 1000 decked vessels and 17,000 open boats were engaged in fishing within these Provinces, employing some 42,000 men. The estimated number of persons supported almost entirely by this industry in the various fishing communities exceeds 200,000 souls.

The condition of the fisheries yearly improves, and their produce annually increases in quantity and value. The whole value of fish products for the past season amounts to $11,794,075. This sum exhibits the value of fish products in the Provinces of Nova Scotia, New Brunswick, Quebec, Ontario and Prince Edward Island; but does not include the catch of British Columbia, Manitoba, and the North-west Territories. The proportion of this amount which represents production for foreign export and domestic commerce, exclusive of local consumption, is $10,722,765. In addition to the above-mentioned value, it is computed that American fishermen have also caught on the coasts of Canada between six and eight millions of dollars' worth of merchantable fish. The whole value of the yield from these fisheries last year, therefore, exceeds eighteen millions of dollars.

These figures show that the fisheries of Canada, as a resource of trade and a source of food, are of very great value to the Canadian people, and also to the citizens of the United States.

The value of the annual consumption of oysters in Canada is $110,000. Of this only $43,[illegible] worth are produced in Nova Scotia and New Brunswick, mostly from the latter Province. There is no reason why this industry should not be very much extended. The Canadian oyster-grounds are very extensive, and the localities admirably adapted for the cultivation of oysters. For delicacy of flavour and nutritive properties, the Canadian oyster is not excelled by the choicest United States oyster. They might be raised in enormous quantities, if the natural facilities were enhanced by artificial aids.

In Quebec, Nova Scotia, and New Brunswick the fish which employ the bulk of the trade are salmon, codfish, herring, mackerel, and lobsters. In Ontario the white-fish is the principal source of supply.

The estuary, river, and inland fisheries continue to improve under the protective system. In both the salt and fresh-water fishings, a point of productiveness is being gained, when the stock of fish will be sufficient to afford remunerative employment to double the men and craft now employed.

Better and more economical modes of catching are also used, and profitable means of disposing of the fish have been secured. Instead of being salted and cured as formerly, salmon and white-fish are frozen or canned and sent fresh to our own markets and those of the neighbouring States. 400,000 fresh salmon are now caught annually in these Provinces, equal to 8,000,000 lbs. of wholesome and delicious food, the bulk of which is now used as fresh food, instead of salted as formerly.

Two steamers and six schooners are employed by the department to protect the fisheries from encroachment of United States and other fishing vessels not authorized by law to fish in Canadian waters.

The fisheries of Prince Edward Island are also of rapidly-growing importance. At the present time over 2500 men are engaged constantly, and the value of the product was upwards of $35[illegible]

The fisheries of Newfoundland are noted in the article on that Province.

BANKING.

The following statement shows the paid-up capital and deposits of the chartered banks for the ten years from 1863 to 1873:

Year.	Paid-up Capital.	Dep[illegible]
1864—June 30	$27,397,663	$24,209,464
1865	[illegible]	[illegible]
1866—	29,034,767	28,780,191
1867	29,467,773	28,794,327
1868	[illegible]	[illegible]
1869— "	29,651,674	36,673,[illegible]
1870— "	[illegible]	[illegible]
1871	36,418,210	[illegible]
1872	45,134,[illegible]	64,720,480
1873	[illegible]	68,677,11[illegible]

The increase of banking capital in the decennial is thus over 100 per cent.; while the amount of deposits in the chartered banks, which may be held to represent the realized ready money of the people, has increased during the same period from $24,209,464 to $68,677,117, or nearly 190 per cent.

But the deposits in the chartered banks do not by any means represent the whole of the deposits of the people. The deposits in government and post-office, and other savings banks, and building societies, amount to considerably over fourteen millions of dollars, and there are two or three chartered banks in the Maritime Provinces whose figures are not included in the foregoing—they not being by their charters obliged to render returns, have not done so.

CANALS OF THE DOMINION.

The canals of the Dominion overcome the difficulties of St. Lawrence navigation from the Straits of Belle Isle to the head of Lake Superior, a distance of 2384 miles, of which 71¼ are artificial or canal navigation.

Another canal system overcomes the difficulties of the Ottawa, between Montreal and the city of Ottawa; and a further system opens navigation between Ottawa and Kingston.

A still further system connects Lake Champlain with the navigation of the St. Lawrence.

In Nova Scotia the St. Peter's Canal crosses an isthmus of half a mile, connecting St. Peter's Bay on the southern coast of the Island of Cape Breton with the Great and Little Bras D'Or Lakes, possessing a natural outlet into the Atlantic.

The Caughnawaunga Canal is proposed to be constructed to connect the waters of the St. Lawrence with Lake Champlain, and its completion is expected to be of great benefit to the inland transportation trade of Canada and the trade of Montreal.

BAY VERTE CANAL.

A supplementary report of the Minister of Public Works gives the reports of the engineers on the route and construction of the proposed Bay Verte Canal, between Bay Verte and Cumberland Basin, connecting the waters of the Gulf of St. Lawrence with those of the Bay of Fundy. The total length of the canal will be 20½ miles; 4 locks will be required. The general depth of cutting through the marshes will be 22 feet; but on the water-shed, a mile and a half across, below the deep spongy moss, from 10 to 20 feet deep, filling the bed of a lake, there lies a barrier of soft red sandstone which will have to be cut to the depth of 15 feet. The canal is to be 100 feet at bottom, with 16 feet of water. The mean level of the sea was found to be the same in Bay Verte and the Bay of Fundy. The water-supply will be furnished by the high water of the Bay of Fundy and the fresh-water lakes at the sources of the Laplanche. The estimate of the cost is $5,0[illegible]

POST-OFFICE.

The wonderful strides which the Post-Office of Canada has made towards perfection in the past few years must be regarded as an indication of the energy displayed by the heads of this Department.

In 1875 the money order system was extended to Manitoba and to British India, and the interchange of postal cards with the United States took place at the same period, while in the past year the free delivery of letters in large cities and towns has been inaugurated with success, and the Canadian postal system is fast approaching an equality with that of the most advanced in other countries. At the beginning of this year (1875) extra postage to and from the United States has been abolished, and a letter or postal card now goes between any part of Canada and the United States at the home rates of three cents and one cent, an immense concession on both sides to the public when the enormous correspondence between the two countries is considered.

A steady advance in the revenue is noticeable, but, on the other hand, the acceleration of mail travel by the opening of new routes of railway, the increased mileage caused by serving the new Provinces, and the more frequent service of the older portions of the Dominion, have made the expenditure more than keep pace with the receipts, so that there is still an excess of outlay over income.

Closed mails passing through the United States are regularly exchanged with the distant Provinces of Manitoba and British Columbia, a fortnightly mail contract having been entered into between San Francisco and

Victoria, B. C., the time now occupied between these two points being four days.

The most perfect arrangements exist for paper, book, parcel, and sample posts within the Dominion, and with the United States and other countries, and the money order system is being rapidly extended to meet the growing wants of the country. A comparison of the number of post-offices in the Dominion at fixed dates is interesting as showing the growth of towns as well as population. In 1868 there were 3638; in 1870, 3820; in 1872, 3943; and in October, 1874, 4662—a very remarkable increase

THE LAND SYSTEM OF THE DOMINION OF CANADA

As regards the land system of the Dominion, it may be stated that in the Provinces of Ontario, Quebec, New Brunswick, Nova Scotia, Prince Edward Island, and British Columbia, with the exception of a tract in the last-named Province, ceded to the Dominion for the purpose of the Pacific Railway, the lands are held by the several provincial governments. In several of the Provinces free grants are given to immigrants, and in almost all cases in which government land is for sale, it is offered at prices which are merely nominal, and which really only amount to settlement duties.

The lands in the Province of Manitoba and the North-west Territory are held by the Dominion Government, and are surveyed according to the following system:

The lands are first laid out into blocks of 12 miles square by north and south and east and west lines, the outlines of each block being marked off in the survey monuments every mile and half mile.

These square blocks, which are defined at each of the four corners by an iron bar boundary, are subdivided as the necessities of settlement may require into 4 townships of 6 miles square each; these into 36 sections of one mile square or 640 acres each, and each of such sections into quarters of half a mile square or 160 acres each.

The lands in such block are then ready for settlement.

LAND REGULATIONS.

The Dominion lands in the North-west may be obtained either free by actual settlers, on certain conditions of residence, or simply purchased at the rate of $1 (4*s.* 2*d.* stg.) per acre. Persons who have settled on land have also the right of pre-emption.

Free Grants.—Any person of 21 years of age, being a British subject either by birth or naturalization, may make an application to the Land Officer to be entered for a free grant of one quarter section of 160 acres, or for any less quantity, for a homestead, and then by a continuous residence thereon for three years, and not having alienated the same, or any part thereof, he will be entitled to a Crown deed; upon receiving which the land becomes his absolute property in fee simple.

Purchase of Lands.—Any person can buy vacant lands open for settlement from the Dominion Government in Manitoba or the North-west Territory, by paying therefor in cash, $1 per acre. But no sale of more than a single section of 640 acres will be made to one person.

Pre-emption Rights.—Any person of 21 years of age, being a British subject, either by birth or naturalization, who may build a dwelling upon, and inhabit and improve any quarter section (160 acres) of land, or any smaller quantity, will have the right of pre-emption thereto; he may have his application entered with the Land Officer, and may at any time obtain a patent by paying $1 (4*s.* 2*d.* stg.) an acre, being the price fixed by government for the sale of such land.

But the claimant, before entering his application, must make an affidavit before the Land Officer that he has not previously exercised his right of pre-emption; and he must further furnish, by his own affidavit, together with the testimony of two credible witnesses, proof to the Land Officer of the settlement and improvement of the land.

No assignment of pre-emption right prior to the issuing of the patent will be recognized by the government.

A settler on land which he may have entered for pre-emption, may subsequently, on application to the Land Officer, have a homestead right substituted therefor.

Reservations.—The following lands are reserved from the operation of the regulations above stated:

1. The lands allotted to the Hudson's Bay Company
2. Lands reserved for schools.
3. Woodlands set apart for supplying settlers with timber.

The lands and land regulations of the separate Provinces are noted in their respective articles, but there are none which are now attracting more attention than these Dominion lands in the far West.

The Mennonites of Russia have flocked by hundreds of families into Manitoba the past year; and if our own people desire to leave the older Provinces, they have a great North-west of their own to move to—not a parched desert region like Arizona, Colorado, and many others comprised in the great American Desert, where for hundreds of miles no vegetation for the sustenance of man can exist (see Bell's New Tracks in America), but millions of square miles of the most fertile lands, abundantly watered by streams, rivers, and lakes—and whose mineral resources are literally inexhaustible, immense beds of coal being found on the wide plains, and gold, silver, iron, etc., among the Rocky Mountains. The climate also is found not to be surpassed in salubrity anywhere in America. Already access to these Provinces and Territories is easily attained, and before many years a continuous track of railway will stretch across the whole continent, from the Atlantic seaport of Halifax to the Pacific port of Victoria—through the entire breadth of the Dominion—a line of railway which will be unrivalled; of which 1000 miles already bear the iron-horse, 600 are under construction, and the remainder under survey.

IMMIGRATION.

The history of Canada previous to 1867 is a history of separate Provinces, often told heretofore, and not applicable to a work like this. The history of the *Dominion* begins in 1867, with the Act of Confederation which we have briefly sketched, and beyond that we have space only for useful and necessary statistics; but we cannot close this chapter without some brief remarks to those who may look it over in other countries than Canada, perhaps seeking information as emigrants.

There is no country in the world that presents to the European emigrant finer prospects than the Dominion of Canada, with her millions of acres of the most fertile and cheap lands, a healthy climate, an unprecedented demand for labour of all kinds, and high wages, together with institutions and laws that are just, respected, and obeyed.

Immigration has attracted much attention during the last few years, and in 1873 the vote of the Dominion Parliament for this service was nearly $300,000, and very large grants were voted by the separate Provinces. The rapid progress of the country caused great demands for labour. The Hon. Mr. Pope, the Canadian Minister charged with immigration, says in his report of 1872:

"The immigrant arrivals during 1871, as well as for some years previously, *were quite insufficient to satisfy one-third of the labour demands of the country. These are at this moment more importunate than ever.*

"The numbers of immigrants which might be absorbed by the immense agricultural and other requirements of the Dominion are practically unlimited. It is a fact that more than treble the number of the ordinary yearly arrivals of immigrants could be absorbed without making any glut in the labour market."

These statements of the Minister refer only to the ordinary labour demands of the Dominion, and are still more applicable to the present time; but, beyond the ordinary increasing labour demands of Canada, there is at present springing up an extraordinary demand of very considerable magnitude, for the construction of the Pacific Railway, the enlargement of the Canadian canals, and other public works in progress.

The unoccupied lands of Canada can, too, absorb millions of agricultural settlers. In fact, the rapid growth and increase of wealth in Canada is quite apparent to any person who resides there even for a limited time, and during the last few years there has been an unprecedented demand for all kinds of labour, more especially agriculturists.

Small farmers, with some capital, can readily find land to clear in any part of Canada; or farms to purchase, in part or entirely cleared. But persons of that class who come here will act wisely if they put their money in the bank immediately after landing, and go to work and learn the nature of the land and the ways of the country before locating or making a purchase.

Passing over the very large number of immigrants who availed themselves of the nearer route through Canada to the Western States, than *via* New York, the numbers of those reported by the Dominion agents at the several ports to have settled in Canada during the period of eight years, were as follows:

1866	10,660
1867	14,000
1868	12,765
1869	18,630
1870	24,706
1871	27,773
1872	36,577
1873	37,051

Besides these, an unusually large number of Canadians have returned from the United States—a movement which, as these lines are written, is rapidly going forward. The number of these arrivals for 1873 was upwards of 12,000. The statistics for 1874 are not yet compiled, but they no doubt largely exceed those for 1873, both for immigrants from Europe and for returned Canadians—mainly French Canadians—from the United States, where the state of the manufacturing interests in which they were employed has caused them to seek again the more stable inducements offered in Canada.

It may be remarked, with reference to these figures, that the settlement of the great North-west of the Dominion is only just beginning, while that of the United States is being checked by having reached the borders of the American Desert, which begins at about the 100th degree of west longitude, and stretches across the continent to the Rocky Mountains.

Great acceleration of the ratio of the increase of population in Canada may therefore be looked for, while that of the United States has already been checked.

The classes recommended to emigrate to Canada are—

Persons with capital, seeking investment.

Tenant farmers with limited capital who can buy and stock a freehold estate with the money needed to carry on a small farm in England.

Agricultural labourers, skilled and unskilled, for whom there is a large and increasing demand. But there is also a very large demand for the classes of common able bodied labourers, arising from the numerous and extensive public works and buildings everywhere in progress in the Dominion, and this demand will be largely increased by other large public works projected, notably the Canadian Pacific Railway and the Canadian canal system.

The handicrafts and trades generally, which are, so to speak, of universal application, can also always absorb a large number of artisans and journeymen, and female domestic servants of good character.

Children of either sex, respectably vouched for, and watched over upon their arrival by parties who bring them out, may be absorbed in very considerable numbers

The various manufactures incident to a comparatively new country constitute an important and rapidly increasing branch of industry, and they cause a large demand for immigrant labour.

The getting out of timber from the forests, and its manufacture, form a leading industry of the Dominion, but not one to be much relied on for newly arrived immigrants, the various descriptions of labour which it requires being best performed by persons who have had special training in this country. The various industries, however, which have immediate sympathy with it, make a large demand for immigrant labour.

Skilled farm-hands get from £30 to £40 a year, with board and lodging; labourers, from 5*s.* to 6*s.* a day; mechanics and skilled artisans, from 6*s.* to 16*s.* a day; female servants, from 16*s.* to £2 a month.

It may be stated in connection with the rates of wages, that food is plentiful and cheap in Canada; and the Dominion is, therefore, a cheap country to live in.

The following are average prices: 4lb. loaf of white bread, 5*d.* to 6*d.*; salt butter, 9*d.* to 13*d.* per lb.; meat, 3½*d.*, 5*d.* to 6*d.* per lb.; cheese, 4½*d.* to 7½*d.* per lb.; potatoes, 1*s.* to 2*s.* per bushel; sugar (brown), but dry and superior quality, 4½*d.* to 5*d.* per lb.; tea, 2*s.* to 2*s.* 6*d.* per lb.; eggs, 6*d.* to 9*d.* per dozen; milk, per quart, 2½*d.* to 3*d.*; beer, 2*d.* to 5*d.* per quart; tobacco, 1*s.* to 2*s.* per lb.; and other articles in proportion.

The purchasing power of the dollar in Canada is much greater than in other parts of America, especially in those things which go to make the cost of living, and this fact should always be kept in mind in making comparisons between the rates of wages paid in Canada and the United States. It has happened that considerable numbers of persons who had left Canada, attracted by the higher apparent rate of wages paid in the United States, returned during the past year.

Families with fixed incomes will find in Canada, with much less difficulty than amidst the crowded population of the mother country, a suitable and pleasant home, with every facility for educating and starting their children in life. Persons living on the interest of their money can easily get from 7 to 8 per cent. on first-class security.

Money deposited in the post-office savings banks (government security) draws 4 per cent. interest.

The rate allowed for the deposit of money on call in other savings banks and banks is from 4 to 5 per cent., with undoubted security.

It may be remarked that the classes which should not be induced to emigrate to Canada, unless upon recommendation of private friends, and with a view to places specially available, are professional or literary men, and clerks and shopmen. As a rule there is a tendency towards an over-supply of applicants for these callings from within the Dominion itself, and unknown or unfriended emigrants seeking employment in them might encounter painful disappointments.

The fisheries of the Dominion, both on the Atlantic and Pacific coast, are of almost unlimited extent, and afford a field for the particular kind of labour adapted to them.

The Dominion possesses very extensive mining resources of almost every kind. These offer a wide field for explorations, and hold out much promise for the future. Their present state of development calls for a considerable amount of labour, which, it is expected, will be increased to a very large extent in the immediate future.

Contrast the recent surveys and reports of *our* great North-west with those relating to the unsettled lands of our republican neighbours, and we must inevitably conclude that the time has come for Canada to offer to the emigrants from the Old World those prairie homes which the United States no longer can supply.

Very thorough explorations by General Hazen, of the United States Army, whose report is just issued, leave no doubt that the interior of the Continent, not only in the vicinity of the proposed Northern Pacific Railway, but along all the proposed transcontinental lines in United States territory, is, to all intents and purposes, one vast desert, of no value for any use or purpose under the sun.

"The great middle region" has been opened up with a definiteness and with results that are a surprise and a disappointment to the American nation. According to General Hazen, whose opportunities for informing himself could not be surpassed, Arizona is so desolate that a large portion of it is destitute even of game. The eastern half of Kansas and Nebraska is valuable, the western half worthless. Not more than a fifteenth or a thirtieth of Colorado is arable. The Mormons, having settled on all the available land in Utah, are now obliged to find new land in adjoining territories for new arrivals of immigrants. On the northern line of California there are 200,000 square miles of lava-bed, not yet covered with mould and vegetation. Nearly all the agricultural portion of Nevada is in use, yet it has only 40,000 people; and in the territory of New Mexico, the land fit for cultivation is found only in the narrow valleys along the margin of streams. Water is wanted everywhere; and the winter storms, say along the lines of the Northern Pacific Railway, are described as terrific, and calculated to destroy all animal life not protected.

General Hazen estimates that, from the 100th meridian to the Sierra Nevada mountains, 1200 miles, not one acre in one hundred is of use for agricultural purposes; that the limits of settlement in the West have almost been reached, and that the phenomenon of the sudden upspringing of new and populous States will no more be seen in the neighbouring republic.

While we in Canada have every reason to wish our republican neighbours well, we have, at the same time, the satisfaction of knowing that the dreary wastes of their interior regions, as described by General Hazen, do not extend into Dominion territory.

In *our* great North-west there are the soil, the climate, the combination of wood and prairie, the rivers and valleys, which are so attractive to a European population, particularly from northern latitudes. The Canada Pacific Railway and Canadian ocean steamers will, ere many years, place our North-west within three weeks' travel from Germany, Scandinavia, or Britain, and here the millions of Europeans who are yet to leave their country will find such homes as they might look for in vain in any other part of the world; and the unveiling of the Great American Desert will doubtless aid in attracting fresh attention to a country the very opposite of that so graphically described in the report above referred to.

The agent-general of the Dominion, resident in London, has general supervision over all emigration agents, who are established by the general or local governments in most foreign ports, to assist intending emigrants; and the system of giving assisted passages, by means of passenger warrants, has, doubtless, important influence in increasing the number of settlers to Canada. Under these warrants approved immigrants could obtain passages in 1872 for £4 5*s.* sterling per steamship, instead of £6 6*s.*, the conference rate; and in 1873 for £4 15*s.* In 1873, moreover, special warrants were granted by the government of Canada, under which the families of agricultural labourers and domestic female servants could obtain passages per steamship for £2 5*s.* sterling per adult. The usual reductions were made for children in both these classes of warrants.

Of late years the majority of the immigrants have been of English or Scandinavian birth, and to these classes especially no country offers such inducements of congenial climate and society, and such familiar elements of industry and wealth as Canada. Although there have lately been signs of general unwillingness to promote any emigration from the United Kingdom, yet we think Englishmen are promoting the true interests of the mother country by encouraging and assisting emigration to Canada, for, as it appears from the returns published by the Registrar-General that the increase of population in Great Britain is very nearly a quarter of a million a year over both the deaths and the outflow from emigration, it may be concluded that emigration is necessary to prevent the overstocking of the labour market. It is certainly also building up a great and prosperous nation in Canada, which, in its turn, promotes prosperity in Great Britain by becoming a customer.

No more loyal or warmly attached colony exists for Great Britain than Canada, and no more certain way exists of perpetuating such feelings than for England heartily to assist in peopling it with Englishmen.

ONTARIO.

THE *Province of Ontario* is bounded on the east by the Province of Quebec; on the south by the middle course of the St. Lawrence, and the great lakes which form the source of that great river; and on the west and north by an undetermined line which is to separate it from the Province of Manitoba and the vast North-west. It covers an area of about 80,000,000 acres of land, the greatest part of which is fertile soil, and the worst of which abounds in forests and mineral products. On its southern and western boundaries it has the five great lakes of Ontario, Erie, St. Clair, Superior, and Huron, and Georgian Bay, of which the total length is 1085 miles, and area 80,000 square miles. A main water-shed separates the waters of the St. Lawrence from those of the Ottawa.

The system of inland navigation is the most extensive and perfect in the world.

The population, by the census of 1870, was 1,620,850, and at this date (1875) is estimated at fully 1,900,000, which is the largest of all the Provinces. It has doubled its population within the last 20 years.

The soil varies in different localities, but a large proportion is of the very best description for agricultural purposes; water communication, by means of the great lakes, is unsurpassed, and the Province is everywhere intersected by railways. In mineral wealth (excluding the one article, coal) Ontario probably equals any part of the world, abounding as it does in iron, copper, lead, silver, marble, petroleum, salt, etc., etc. Its immense forests of pine timber are too well known to need any description. The great lakes abound with fish, and the forests with game.

A reference to the display of cereals and other agricultural productions made by Canada, at the exhibitions of London and Paris, might be considered sufficient to illustrate the remarkable adaptation of the soil to their growth and cultivation; but so limited a notice would leave the question of permanent fertility still unanswered. When, however, it is known that the area in which the astonishing crops of wheat are raised, for which the Province of Ontario is so justly distinguished, extends over three fourths of the present inhabited parts of the country, and that the prevailing soil consists of rich clays of great depth, the question of permanent fertility resolves itself into one of husbandry.

The average yield of wheat in some townships exceeds twenty-two bushels to the acre, and, where an approach to good farming prevails, the yield rises to thirty and often forty bushels to the acre. On new land, fifty bushels is not a very uncommon yield; and it must not be forgotten that Canadian wheat, grown near the city of Toronto, won a first prize at the Paris Exhibition. It may truly be said that the soil of what may be termed the agricultural portion of Canada, which comprises four-fifths of the inhabited portion, and a vast area still in the hands of the government and now open to settlement, is unexceptionable; and when deterioration takes place, it is the fault of the farmer and not of the soil.

Barley is now extensively cultivated, and is a very remunerative crop; but the same remark will apply to peas, which are generally, like the two former, of excellent quality. Oats, in moist seasons, yield abundantly, and Indian corn succeeds in all the warmer districts. The south-western portion of the Province contains soils of a similar character to those of the celebrated German Valley in the opposite State of New York, and are remarkable for producing the finest varieties of winter wheat. The midge, which in some sections has of late years been very mischievous, seems now to be generally subsiding. Potatoes, turnips, mangels, carrots, etc., are extensively cultivated as field crops in the older settled sections, and in ordinary seasons, after good cultivation, they yield abundantly. Of late years more attention has been given to the dairy, whereby both cheese and butter have been greatly increased in quantity and improved in quality. Cheese-making, on what is termed the "Factory System"—that is, a number of farmers co-operating in one neighbourhood in supporting a common dairy—has been extensively carried out in several parts of the Province with very satisfactory results.

Flax culture has recently been added to the other numerous branches of Canadian industry, and is found to be a remunerative crop. At present there are some sixty scutch mills in the country, many of them at work and doing a profitable business. Prices of fibre prepared and ready for market will command from $200 to $325 per ton of 2000 lbs. net, and seed from $2 to $2.50 per bushel of 56 lbs. The produce of the latter will average from 8 to 12 bushels per acre. White, clean, scutched flax of good quality will produce from 200 to 300 lbs. weight per acre. The demand for fibre in the American market far exceeds the supply at the above prices, and this season the quantity sown will be largely increased.

Hemp, tobacco, and sugar-beet can also be profitably raised.

The high position which the Province of Ontario occupies, both in the Dominion of Canada and the North

American continent, in relation to agricultural and industrial progress generally, is largely to be ascribed to the very liberal manner in which public aid has been brought to second individual and voluntary effort.

There are in Ontario upwards of three hundred societies, organized according to law, for the promotion of agriculture, horticulture, and the mechanical arts, principally by holding annual exhibitions for public competition in their several localities. In addition to the large sums raised by members' subscriptions, the government encourage their efforts by an annual grant amounting, on the whole, to nearly $70,000. This large sum is given to the different societies in proportion to the amount which each raise, respectively. The stimulus thus given to agricultural improvement generally has induced, of late years, several enterprising farmers to import from Britain pure-bred animals of the Short-horn, Hereford, Devon, and other breeds, at an immense expense; and this may be said also of horses, sheep, and swine, so that the Province now contains a large amount of breeding stock of the highest character and value.

Taking as a basis of calculation the official returns of each country, it can be demonstrated that Canada, and Ontario especially, instead of lagging behind the United States in every element of progress, can put the tabular statements of her products and her progress side by side with those of the Great Republic on her borders, and not suffer from the comparison; on the contrary, she is shown to be considerably ahead of the United States in many important indications of a skilled and productive agriculture, and a rapid general advancement. The comparison as regards the Province of Ontario is very favourable. It showed that the cash value of her farms, per head of the population, was greater in Ontario than in the United States. That the capital invested in agricultural implements was greater in Ontario than in the United States, in proportion to the breadth of land cultivated, being $186 for every hundred acres of cultivated land in Ontario, and $150 for every hundred acres of cultivated land in the United States. That the value of agricultural implements *manufactured* in Ontario did not fall very much behind the value of agricultural implements manufactured in the United States, in proportion to population, being $0.41 per head of the population in Ontario, and $0.55 per head of the population in the United States. That, in proportion to population, she produces more than three times as much wheat as the United States, raising 17.64 bushels for each inhabitant, while the United States raised only 5.50 bushels for each inhabitant. That she was greatly ahead even of the Western States as a wheat-producing country, the average production of wheat in the whole of the Western States being only 10 bushels for each inhabitant. That, of the eight leading staples of agriculture, common to both countries—wheat, corn, rye, barley, oats, buckwheat, peas and beans, and potatoes—she produced 55.95 bushels for each inhabitant, while of the same articles the United States produced only 43.42 bushels for each inhabitant. That, excluding Indian corn from the list, she produced of the remaining articles 54.34 bushels for each inhabitant, against 16.74 bushels for each inhabitant produced in the United States. That, in proportion to population, she had more capital invested in live stock than the United States, the value of live stock owned in Ontario being $38.13 per head of the population, while in the United States it was $34.64 per head of the population. That for every hundred of the population Ontario owned 27 horses, and the United States only 20. That for every hundred inhabitants Ontario owned 32 milch-cows, and the United States only 27. That for every hundred inhabitants Ontario owned 84 sheep, and the United States only 71; and that of live stock, in the number of pigs only was she exceeded by the United States in proportion to population. That she produced 19.22 pounds of butter for every inhabitant, while the United States produced only 14.62 pounds. That she produced 2.62 pounds of wool for each inhabitant, while the United States produced only 1.92 pounds. That in ten years she increased her annual production of butter by 67 per cent., while in the United States the increase was only 46½ per cent. And that she increased her production of wool 40 per cent., while the United States increased their production only 15 per cent.

These facts need no comment. They speak for themselves.

MINES AND MINERALS.

The mineral wealth of Ontario is not surpassed in variety and richness, but may be said to be almost entirely undeveloped.

Iron in large quantities is found a short distance back from Lake Ontario, in the country between the Georgian Bay and the Ottawa; also, in the same region, copper, lead, plumbago, antimony, arsenic, manganese, heavy spar, calc-spar, gypsum or plaster of Paris, marble (pronounced by good judges as fully equal to Carrara, or that obtained in Vermont), and building stone, all of them in large quantities near the surface. Gold has also been found in the same region, but not as yet in quantities sufficient to pay well. Mica is also found in considerable quantities, and is very profitably worked.

On the north shore of Lake Huron are the celebrated Bruce mines of copper, from which ore and metal to the value of about £50,000 are exported annually. Silver is found on the shores of Lake Superior, particularly in the neighbourhood of Thunder Bay. Silver Islet, a small island in this bay, contains one of the richest veins of this metal ever discovered. There are other veins on the mainland, almost, if not quite, as rich

Petroleum is got in the westerly part of the Province in immense and apparently inexhaustible quantities.

The first wells were struck at Oil Springs, county of Lambton, in 1862, and by March, 1863, over four millions of gallons had been obtained. Other regions have yielded this valuable mineral in large quantities—Bothwell, in the county of Kent, and Petrolia, in Lambton, being the principal. The last-mentioned place is now the largest producing district.

The production at present is about 220,000 barrels yearly. Large refineries have been erected at London and elsewhere, and the trade is assuming proportions of magnitude both for home and export use.

Salt is obtained at Goderich and the neighbourhood, in the shape of brine, from wells sunk to a great depth below the surface.

Large peat-beds exist in many parts of the Province, and the manufacture of peat for fuel is now being carried on by several companies.

MANUFACTURES.

The almost unlimited supply of water-power throughout Ontario affords unusual facilities for manufactures to which that power is adapted, and in consequence various descriptions of industry are springing up in all directions. Steam-power is also used to a large extent. The principal articles manufactured are cloth, linen, furniture, sawn timber, flax, iron and hardware, paper, soap, cotton and woollen goods, steam-engines and locomotives, wooden ware of all descriptions, agricultural implements, etc.

RAILWAYS.

The railway system has made rapid strides in Ontario during the last fifteen years. In the year 1852 there was not a single mile open in the whole Province. At the present moment (1875) there are about 2800 miles in operation, and, as may be seen by reference to the maps where their proposed routes are laid down, many new roads are projected or being already constructed or extended

As to ordinary roads—in the settled parts of the Province these are excellent, being generally gravelled or macadamized, and kept in good order. In the unsettled parts, with a view of opening them up, the government constructs out of the public money what are called colonization roads.

EDUCATION.

The school system of Ontario is admirable. It affords the children of the rich and poor alike the means of free education. It is under the control of a chief superintendent, and extends over the whole Province. The schools are supported by a tax on property, with some assistance from the legislature, and are free to all. Each township is divided into school sections, with a board of school trustees, consisting of three persons, to each section. This board employs the teacher and controls the school. There are 53 inspectors of schools for the entire Province, but no inspector has the supervision of more than 120 or less than 50 schools. They are paid partly by the council and partly by the government. These gentlemen visit their respective schools twice a year, examine into the state of educational matters, and send an elaborate report to the chief superintendent of the result of their inspection, and the exact standing of the schools. Roman Catholics may, if they think proper, establish separate schools, and are in such cases exempted from supporting public schools, and receive a separate grant from the government. In 1872 there were 4592 public schools (of which 160 were Roman Catholic separate schools), with 446,326 pupils attending them. The amount of money expended in their support was $1,814,821.

The school act of 1871 has given an immense impetus to public school education, and each year shows a greater increase in educational statistics.

The high (formerly grammar) schools of Ontario are principally confined to cities, towns, and villages. Pupils enter them from the public schools, and thence to college and the university.

The Normal School at Toronto is designed to perfect teachers in their profession, and to show them the best method of teaching. Upwards of 300 young men and women attend it annually There are seventeen Protestant universities and colleges, and three Roman Catholic colleges in Ontario. Private schools are few, and generally in cities and towns. The total number of educational institutions in Ontario in 1872 was 5004, with 463,057 pupils, and a total amount available for educational purposes of $2,629,570.

GOVERNMENT.

The public affairs of the Province are administered by a Lieutenant-Governor, an Executive Council of five members, and a Legislative Assembly of eighty-eight members, elected every four years.

The laws and the mode of administering them are mainly the same as in England; the practice, however, is simpler, and far less expensive. The courts are the Queen's Bench, Common Pleas, and Chancery, each presided over by a chief-justice and two assistants, and a Court of Error and Appeal, composed of a president and the judges of Superior Courts of Law and Equity. In each county there is a County Court, presided over by a county judge. The judges of the Superior Courts (who are all appointed by the Dominion Government) go circuit to each county throughout the Province twice a year, to hold assizes for the trial of civil and criminal cases. The judges of the Court of Chancery also hold their courts in various counties as well as at Osgoode Hall

TAXATION

In Ontario there is no taxation answering to the State taxation in the United States, the provincial expenditure being far more than covered by the share of the Dominion taxes which the Dominion hands over to each Province.

THE PUBLIC LANDS.

Vast tracts of uncleared land are still in the hands of the government of Ontario awaiting the advent of the settler. The best locations in a new country are usually taken up first; but there are large quantities of wild land inviting the labour of the backwoodsman, which, when cleared and improved, will be equal to not a few of the older and improved settlements. There are in the Province of Ontario the following number of acres:

In total area, 77,606,400.

Total surveyed, 25,297,480.

Total granted and sold, 21,879,048.

Thus there are some three millions and a half acres of surveyed government lands not yet taken up, and more than fifty millions of acres not yet surveyed. The greater part of these lands lie in the region bounded at the east by the Ottawa River, at the west by the Georgian Bay, and at the south by the more northerly of what are called the front townships, and which are more or less improved and settled up.

There is, in the basin of Lake Nipissing and the water-

shed of the Ottawa, both in Ontario and Quebec, a most extensive tract of excellent land, nearly as large as the peninsula of Ontario, much of it deep-soiled as the basin of the St. Lawrence, timbered with a heavy growth of mixed white pine and hardwood, much of it as level as the St. Lawrence valley, and some as even as a prairie. It lies, moreover, near waters which either are or can be easily made navigable.

The price of such government lands as are for sale varies with the situation. In the Algoma district it is ten pence per acre, but that is a somewhat remote region. The usual price for the more accessible tracts is from 2s to 15s. per acre.

FREE GRANT LANDS

The free grant lands in the Province of Ontario are especially worthy the attention alike of the immigrant and of parties already resident in the country who are desirous of possessing freehold farms, but whose means are limited. Anxious to promote the improvement of the yet uncleared districts, the provincial government have thrown open, upon the most liberal terms, a number of townships, containing over 3,000,000 acres, into any of which parties may go and select for themselves the site of a future home. Every head of a family can obtain, gratis, two hundred acres of land, and any person arrived at the age of eighteen may obtain one hundred acres in the free grant district. This offer is made by the government to all persons, without distinction of sex, so that a large family, having several children in it at or just eighteen years of age, may take up a large tract, and become, in a few years, when the land is cleared and improved, joint possessors of a valuable and beautiful estate.

The settlement duties are: to have fifteen acres on each grant of one hundred acres cleared and under crop, of which at least two acres are to be cleared and cultivated annually for five years; to build a habitable house, at least sixteen by twenty feet in size, and to reside on the land at least six months in each year.

In the older settled townships, farmers possessing moderate means can readily purchase or lease suitable farms of from one to two hundred acres, more or less cleared and improved.

Cleared and improved farms, including the farm-buildings, can be bought at prices ranging from £4 to £10 an acre. The money can nearly always be paid in instalments, covering several years. The leasing of farms is an exception to the general rule, as most men desire to own the land they cultivate.

There are several large and influential land and building companies in Ontario.

THE CANADA COMPANY

Originally acquired from the government, about the year 1828, about 2,000,000 acres—one million being "co[illegible]," and forming what was known as the Huron tract; the other called "Crown Reserves," in scattered lots and blocks in various parts of the Province, extending from the Ottawa to the St. Clair.

The company had the great support which £280,737 sterling ($1,410,000) of paid-up capital gives.

Settlement first began, rapidly, in the township of Blanchard, the greater part of which was settled within two years. Blanchard is now one of the richest townships in the county of Perth, with 3774 people, according to the last census, with 45,723 acres assessed, 644 ratepayers, $735,750 of real estate assessed clear of debts, and spending two thousand dollars a year on its roads and bridges. In other places it progressed more slowly. The company did not lay out tier after tier of farms, but allowed settlers to purchase where they chose. The greater portion of the sales varied from $1.25 to $2.25 per acre.

They also originally laid out the towns of Goderich, Guelph, and Stratford, and the village of Mitchell.

The records of the company show that many of the early settlers were men who came out from Europe without any capital, who had, however, paid for their land in full, and acquired a considerable amount of property in farm stock, as long as twenty-five years ago. Whether emigrants or not, some 25,000 families have actually settled on the company's lands.

The last annual dividend was £1 10s. stg. per share—the share being £6 13s. 8d. The average rate of dividend cannot well be ascertained in this country. The capital stock is now reduced by repayment of capital to shareholders to £274,130 stg.

Only about 400,000 acres remain in the company's hands.

The office of the Canada Company is at Toronto.

THE CANADIAN LAND AND IMMIGRATION COMPANY

Bought so recently as 1861 the ten townships of Dysart, Dudley, Harcourt, Guilford, Harburn, Bruton, Havelock, Eyre, and Clyde (in Peterborough County), and Longford (in Victoria County). These townships—all in one block—were unsurveyed, and after a survey, which cost the company $31,810, it appeared that they covered 403,125 acres, from which, after deducting 41,000 acres for the area covered by swamps, etc., there remained 362,125 acres, to be paid for at the rate of 50 cents per acre. The amount paid by the company to government was $195,043. The ordinary settlement duties upon these lands are to be performed within eighteen years from January, 1865, and ten per cent. of the purchase money is to be refunded to the company for the construction of leading lines of road, subject to government inspection. Besides these expenses, the company has paid nearly $10,000 more for additional surveying, road-making, etc., besides considerable sums in preparation of their estate for settlement, the furtherance of emigration, etc. In all, besides payments to government, over $100,000 have been expended to date.

Some twenty-five miles of new road have been constructed, and twenty-five miles of the old government Peterson road have been brushed out and repaired. The company has shared the expense of many of these improvements with municipalities interested.

Flourishing towns are already within their borders.

Free grants are offered along the Peterson road to facilitate settlement, and to open means of communication through the entire block. The price at which the company now sells is—in Dysart, $1.50, and in other townships, $1.00 per acre, cash; or $2.00 in Dysart, and $1.25 in other townships, in five annual instalments, with interest at five per cent. Or the company will rent for seventeen years, for 15 cents per acre in Dysart, and 12 cents in other townships, and the right of pre-emption at the end of the term, at $2.00 and $1.35 respectively.

There are unmistakable signs that a prolonged period of unexampled prosperity is dawning on Ontario, and it may fairly be assumed that her growth and population must for several decennial stages equal, if not exceed, those recorded in the past. Amongst other reasons for arriving at these conclusions the following are suggestive: The migration of the native-born from Ontario has almost ceased, while numbers of American citizens, farmers, manufacturers, miners, or lumber merchants, are making that Province their home. Emigration from the European continent and Great Britain is encouraged by reduced rates of passage-money and free grants of 100 acres to actual settlers. The legislature, moreover, votes large funds for the construction of national colonization roads, extending into the unoccupied public domain. Railways liberally subsidized, either under construction or projected, and intersecting every district, connect every section of the Province with that great railway artery of the Dominion, the Grand Trunk, thus affording facilities for the conveyance of emigrants to public lands, enhancing the value of farm produce and real estate, and calling into activity long dormant manufacturing and mining industries.

The financial statement of the Ontario Treasurer on the 18th February, 1873, revealed a condition of prosperity rarely reached, and is a testimony of the prudence and economy of the people and their aptitude for public affairs. The revenue for 1873 amounts to $[illegible]98,401; the expenditure, conducted on a liberal scale, $2,690,943. The surplus savings accumulated since 1867, and invested in interest-bearing securities, exceed four millions and a quarter, with a further sum of $352,991 cash in bank, besides enormous assets in real estate, pine forests, and mineral lands. From the 1st July, 1867, to the 1st January, 1873, 1484 miles of railway have been constructed, or were in course of construction, at an estimated cost of thirty-five millions, all *bona fide* enterprises, built mainly with local funds. Thirty-four thousand emigrants from Great Britain and the continent made Ontario their home in 1872, in addition to 2000 American citizens who reported themselves to the emigrant agents as having permanently removed to that Province. 115,075 acres were given away to actual settlers, besides a bonus of $6 by the government to each adult emigrant who entered and resided three months in that Province, and arrangements have been made to turn the tide of Scandinavian migration towards the vast unoccupied forest lands around Nipissing, Georgian Bay, and the shores of Lakes Huron and Superior, where a brighter sun and more grateful soil will banish the regrets of the emigrants, and reward their industry.

No language can convey so vivid a picture of the prodigious strides in population and civilization of counties a few years since wild and untenanted, like the present Nipissing region, as the passionless figures of the census. In 1827 the Huron country was an unbroken wilderness; in 1841 the counties of Huron, Perth, and Bruce counted only 5000 inhabitants; in 1851 the number had risen to 37,580; while in 1871 the enumeration was 161,216—being nearly thirty fold within thirty years; a rate of progress rarely paralleled amongst a population exclusively devoted to agriculture, and without the attractions of manufacturing centres.

TORONTO

Toronto, the seat of the provincial government, with a population in 1871 of 50,092, is now estimated at upwards of 70,000. Its port, opening on Lake Ontario, is the principal inland port of the Dominion.

The bay is entered by a narrow opening, and is separated from the lake by a low peninsula about 6 miles long, inclosing a beautiful basin 1½ miles in diameter, forming a safe and well-sheltered harbour, affording great facilities for an extensive traffic. Lines of steamers run daily during navigation to all the lake ports and ports on the river St. Lawrence.

Five lines of railways run through the city—the Grand Trunk, Great Western, Northern, Toronto and Nipissing, and Toronto, Grey and Bruce.

The city generally is built of a light-coloured brick, of a soft, pleasing tint.

The public buildings of the city are substantial in workmanship, and some of them beautiful in architectural design. Many of the stores, especially the wholesale stores, and private dwellings, are quite palatial in their outward aspect and interior structure. It is the seat of Law and the head-quarters of the Educational Department of Ontario. The principal buildings are Osgoode Hall, a fine classic structure, containing all the Superior Law Courts of the Province; the Parliament buildings, of plain exterior, but with handsomely decorated and furnished legislative chamber, and well equipped government offices; the Lieut.-Governor's residence, a princely mansion; the Normal School buildings, of Italian design, containing offices and depositaries of the Council of Public Instruction; two model schools; one model grammar school and educational museum. There are several handsome common and grammar schools. In connection with higher education there is the University of Toronto, one of the finest buildings on the continent of America, and reckoned second to none on this side the Atlantic as a seat of learning. It is of Norman architecture in its principal features, with massive tower and richly sculptured doorway for its main entrance. It is beautifully situated at the western side of the Queen's Park, a noble public park for the recreation of the citizens, whose spacious avenues are ornamented with rows of stately trees. In the centre of the Park is a finely modelled and well executed bronze statue of Her Majesty Queen Victoria, by Marshall Wood, England, and a short distance from this there is a monument erected in honour of those Toronto Volunteers who sacrificed their lives in defence of their country during the first attempted invasion of Canada by the Fenian miscreants (1866). Trinity College is another educational institution in connection with the Episcopalian Church; and there is also Knox College, for the

theological training of students in connection with the Canada Presbyterian Church. The Upper Canada College is an extensive range of buildings, and has a high repute as a grammar school and boarding school for boys. There are two schools of medicine in Toronto, each having an efficient staff of professors. There is also an ably conducted veterinary college.

Toronto is noted for its fine hotels. The Queen's is famous among all travellers as one of the finest and best hotels on the continent, and pre-eminently the best in Canada. It is the head-quarters of the Governor-General when in Toronto, and in all respects worthy of its "royal" name.

Toronto has also recently completed the two finest theatres in the Dominion.

The public institutions are numerous, and many of the buildings appropriated for their purposes have striking features of architectural beauty. Amongst these may be enumerated the lunatic asylum; the Crystal Palace, for holding the provincial agricultural exhibitions; the Boys' Home; the Girls' Home; the House of Providence; the Protestant Orphans' Home; the custom-house; the Government School of Technology; the new post-office, a fine specimen of the Italian order of architecture.

The manufacturing interests of Toronto are varied. There are several extensive iron foundries and engineering establishments, railway car-building shops, rolling mills, several breweries and a mammoth distillery, carriage factories, tanneries, soap-works, cabinet factories, one of which is the largest in the Dominion, car-wheel works, machine-shops of all kinds, pork-packing houses, sewing-machine, sash and door, and boot and shoe factories on a large scale. Its wholesale trade is very extensive and rapidly increasing.

Banking is represented by thirteen institutions, six of which have sprung out of the enterprise of Toronto merchants and are doing a profitable business.

There are forty-seven churches, among which St. James' Cathedral (Church of England) possesses great architectural merits, and the tallest spire on the American continent. The assessed value of real and personal estate in 1874 is over $38,000,000.

OTTAWA

Ottawa, the capital of the Dominion of Canada, is beautifully situated on the right bank of the Ottawa River, at the outlet of the Rideau, and on the Canada Central, Brockville and Ottawa, and St. Lawrence and Ottawa railways. It is one of the most flourishing cities in Ontario, being the *entrepôt* of the great lumber trade of the Ottawa River and its tributaries. It is divided into Upper and Lower Town by the Rideau Canal, which connects it with Kingston. The locks here are eight in number, and are very massive.

The town was founded in 1827 by Colonel By, R.E. It was incorporated a city, and its name changed to Ottawa in 1854, and selected by Queen Victoria as the capital of Canada in 1858. Its population in 1871 was 21,545, and is now over 25,000.

The chief attraction in Ottawa is the government buildings, which occupy an elevated piece of ground, about twenty-five acres in extent and 150 feet above the river, known by the name of "Barrack Hill." The view from this natural terrace is superb. The great river with its moving rafts, steamers, barges, and canoes rolls swiftly on through splendid hill-ranges towards the south. In the distance the fine suspension-bridge which spans the majestic river just above the Chaudière Falls attracts the eye, even though it be tempted to rest upon the wild beauty of the cascade sweeping by craggy rocks between abrupt islands, and plunging into the basin below, where part of its waters disappear in a mysterious way. Far beyond the cascade glitters the broad river swiftly rushing down the rapids Des Chênes; and in the remote background rise towering hills and mountains, often brilliant with purple and gold when the sun dips from view and gilds their lovely summits with his parting beams.

The government buildings, the corner-stone of which was laid by H. R. H. the Prince of Wales in September, 1860, are constructed of a light-coloured sandstone found in the township of Nepean, in the valley of the Ottawa. The walls and arches are relieved with cut-stone dressings of Devonian sandstone from Ohio, and with red sandstone from Potsdam, N. Y. The roofs are covered with purple and green slates, and the pinnacles ornamented with wrought-iron castings. The style of architecture is the Italian Gothic, and the south front of the quadrangle is formed by the Parliament building, 500 feet in length. The two departmental buildings are 375 feet long. The rear is open, and will be railed off with a suitable ornamental screen. The committee-rooms occupy the front of the building. The library, a beautiful detached circular building, with a dome 90 feet high, is in the rear of the central tower, 250 feet high. The two legislative halls are on each side of the library, but in the main building. The dimensions of these halls are the same as those of the House of Lords, namely, 80 feet by 45; they are situated on the ground-floor and lighted from above. The library is constructed after the plan of the new library of the British Museum, and will hold 300,000 volumes. The two departmental buildings contain over 300 rooms, and are intended to accommodate all the departments of the government of the Dominion, and are so constructed as to be capable of extension at any future time without injuring the general architectural effect. The buildings cover nearly four acres, and cost about $4,000,000.

Ottawa contains seventeen churches and many charitable and educational institutions, large mills and manufactories, and seven banks. The Governor-General's residence is "Rideau Hall," a handsome stone structure, with thirty-five acres of well laid-out grounds, and beautiful avenues of shade-trees. It is situated in the suburb of New Edinburgh, connected with Ottawa by a street railway. Hull, also connected with Ottawa by bridges, but situated on the other side of the river, in the Province of Quebec, is a thriving town full of mills and manufactories.

HAMILTON.

Hamilton, one of the most rapidly growing and enterprising cities of the Dominion, is beautifully situated on the south-western curve of Burlington Bay, at the western extremity of Lake Ontario. It occupies a delightful position on a plateau of slightly elevated ground, winding around the base of a mountain, and has superior facilities for becoming a large manufacturing city, being accessible from all points by railway and lake navigation, and being situated in the very centre of the finest grain-producing country in the Dominion. The Great Western Railway and its branches, passing through the most fertile and populous portions of Ontario, has done much to advance the prosperity of Hamilton. Here are located the chief offices, workshops, rolling-mills, grain elevators, etc., connected with the company, in which hundreds of men find employment. The Great Western forms part of the great central route running from the Atlantic to the Pacific, comprising the Hudson River, Boston and Albany, New York Central, Great Western of Canada, and Michigan Central railroads, passing daily through Hamilton, and connecting at every important point with all other railway and steam navigation. The Wellington, Grey and Bruce Railway to Lake Huron and Georgian Bay, the Hamilton and Lake Erie Railway, and the proposed Hamilton and North-western Railway (projected to connect with the Northern Pacific), further tend to increase the mercantile and manufacturing establishments in the city, and add still more to its general prosperity. In addition to the extensive works of the Great Western Railway, Hamilton boasts of other large manufactories which will bear favourable comparison with any in the Dominion.

There are several large sewing-machine manufactories here, the largest of which, the "Wanzer," has a world-wide reputation, and does an enormous business. Its wholesale houses rank with those of Montreal and Toronto, and its merchants are noted for their enterprise and liberality. It is the head-office of the Bank of Hamilton, and several banks have branches here, and these buildings, as well as the public buildings, churches, and many of the stores, are handsome and costly structures. The city is well lighted with gas, has an excellent system of drainage, and possesses magnificent water-works, the supply to the reservoir of which is brought from Lake Ontario, a distance of nine miles.

The population in 1871 was 26,716, and is now estimated at 32,000.

Five miles from Hamilton, connected by rail, and by the Desjardins Canal, is Dundas, a thriving manufacturing place, having the advantage of a stream which rushes with great impetuosity through its centre, working on its way numerous mills. The well-known machinery and agricultural works of McKecknie & Bertram and Forsyth & Co. are situated here.

Kingston, at one time capital of Upper Canada, is pleasantly situated at the head of the Thousand Islands, River St. Lawrence, where Lake Ontario, the last link of the chain of the inland seas of the West, together with the Bay of Quinté and the great Cataraqui Creek, are united with the mighty channel which conveys and empties their waters into the Gulf of St. Lawrence.

It is, after Quebec and Halifax, the strongest fort in the Dominion of Canada. There is a fort on Messessaga Point, and all other accessible points are secured by batteries. There are extensive military works on Navy Point, and on Point Henry is a fortress which completely commands the harbour and town.

It has recently been selected for the site of the new military college of the Dominion.

Kingston possesses good wharves, and is in every respect well adapted for the large grain shipping trade carried on here. It has also the best facilities for building ships and steamboats. Locomotives, cars, steam-engines, agricultural implements, stoves of every description, pianos and melodeons are manufactured in Kingston. There are several large foundries, tanneries, breweries, etc.

Adjacent to the city is Portsmouth, a flourishing village, where the Penitentiary and Lunatic Asylum are located. Kingston possesses two colleges—Queen's and Regiopolis—and has several handsome public buildings, such as the court-house, custom-house, city hall, banks, post-office, hospital, and churches. The Grand Trunk Railway has an important station in rear of the town; freight trains run to the harbour. A railway is in course of construction from Kingston to Pembroke, distant 120 miles. The Rideau Canal, connecting this port with the Ottawa River, has made it a place of considerable commercial importance.

Population, about 15,000.

London, the westernmost city in the Dominion of Canada, is beautifully situated on the River Thames, county of Middlesex. It is the chief seat of the county, and honestly boasts a more rapid and prosperous growth than any city in British North America. Forty years ago its present site was a wilderness; now it is a fine city, regularly laid out, having wide streets, well built upon with handsome buildings, and has the best of railway communication with all parts of Canada and the United States. By bestowing on its streets, bridges, and surroundings familiar names to former residents of the metropolis of the world—such as, among others, Pall Mall, Bond, Piccadilly, Oxford, Waterloo, and Clarence streets, Westminster and Blackfriars' bridges, etc.—it endeavours to cluster round it fond recollections of its great namesake. Its situation has justly earned for it the title of the "Forest City." It is surrounded by a rich agricultural district, which furnishes it with a large trade in wheat and other produce. In the city are a number of manufactories, mills, machine-shops, foundries, and breweries, while immediately outside its limits are very extensive petroleum refineries. These all give employment to a large body of men, and add greatly to the wealth and importance of the city.

London contains seven branch banks, a number of fine hotels, a host of stores, an exhibition building, a lunatic asylum, orphan asylum, hospital, nine schools, a convent, four colleges, and nineteen churches (including Church of England and Roman Catholic cathedrals). St. Paul's Church (Church of England) is one of the few in Canada possessing a peal of bells.

On an eminence in the northern part of the city, sur-

rounded by extensive grounds, is Huron College, established in 1863, Hellmuth College, established 1865, and Hellmuth Ladies' College, established 1869. These are all fine brick structures, and have at their head the Lord Bishop of Huron. The best professors are attached to each, and the highest branches of education are taught. To the energy and zeal of the Bishop, Dr. Hellmuth, is this section of the Dominion due for the successful establishment of the two excellent institutions bearing his name. Three railway companies run their trains through the city, the Grand Trunk, Great Western, and London and Port Stanley, and a fourth, the London, Huron and Bruce, is in process of construction. The depot of the Great Western is a large, fine brick building. This company have also extensive workshops here.

During the summer months large numbers of invalids and health-seekers visit London to enjoy the benefit of its white sulphur springs (famed for their medicinal qualities).

Population in 1852, 6034; 1861, 11,555; 1871, 15,826; 1874, over 20,000, including suburbs.

St. Catharine's is celebrated for its mineral springs, and for its excellent hotels. For this reason it is called the Saratoga of British America. The value of the waters, as a remedial agent, was first brought to the notice of the public by Colonel Stephenson, who likewise erected the Stephenson House, a delightful hotel, large enough to accommodate 400 visitors. The spring first discovered, the water of which is used both externally and internally, supplies, on an average, 130,000 gallons per day. Of this amount a large quantity, partially evaporated, is sent throughout the country in its concentrated form, and although saline in its nature is, nevertheless, unfit for the manufacture of salt. A second boring in this vicinity has resulted in the discovery of another well, the properties of which are similar to those of the one first discovered, and the invalid or health-seeker is much indebted to Dr. Theodore Mack, a leading physician of St. Catharine's, who has here erected the "Springbank Sanatorium," an institution which is at once the most perfect mineral bathing establishment, sanatorium, and private hotel, and is filled to overflowing by those who appreciate its benefits.

The Welland House and these two others are equal to any in the Province, and are fitted up with a chaste elegance adapted to the taste of the most fastidious. The Great Western and the Welland railways have stations here. Manufacturing of machinery and agricultural implements is carried on to a large extent, and it contains seven churches, four banks, several assurance and insurance companies, a commercial college, grammar school, convent, general hospital, and five or six large flouring mills.

Population, about 10,000.

Guelph is the capital of the county of Wellington, on the River Speed, and on the G. T. and W. G. & B. railways, 48½ miles W. of Toronto. The town is built on a number of hills, which give it a picturesque appearance. It contains, besides the county buildings, churches of seven denominations, four branch banks, several assurance and insurance agencies, a library and reading room, several newspaper offices, two telegraph offices, several hotels, and about a hundred stores. The Speed here falls about thirty feet, furnishing abundant water-power to about three or four large flouring mills, two saw mills, two planing mills, and two woollen factories. The town has also manufactories of iron castings, machinery of every description, several large breweries, three sewing-machine and two melodeon establishments. One of the latter, owned by M. M. Bell & Co., is noted for its productions, which find great favour in the West. A watch factory has also been recently established on a prosperous basis.

This town is the centre of a rich agricultural district. It has a large retail country trade, and exports considerable quantities of wheat and flour. No place in Canada presents more excellent manufacturing facilities. Here are several beds of whitish, sub-crystalline, dark brown and black dolomite, which is an excellent building stone. Valuable quarries are worked near the town. Some of the beds are burned for lime. Here is the northern terminus of the Galt and Guelph branch of the Great Western Railway, and the southern terminus of the Wellington, Grey, and Bruce. This is also one of the chief stations of the Grand Trunk Railway.

Guelph may be taken as a shining example of a prosperous and rapidly-growing Canadian town. Its population in 1851 was only 1800; in 1861, 5070; in 1871, 6878, and now nearly 8000.

Brantford.—An incorporated town in the township of Brantford, county of Brant, admirably situated on a high ridge, skirting the north bank of Grand River. It is the chief town of the county, and derives its name from Brant, the celebrated Indian chief. It is an important station on the Buffalo and Goderich branch of the G. T. R. A branch of the G. W. R. connects the town with the main line at Harrisburg, and a railway 45 miles long is projected, which will connect it with Port Burwell, on Lake Erie. Brantford has agencies of the Bank of Montreal, Bank of British North America, Canadian Bank of Commerce, and several assurance and insurance companies, and contains churches of ten denominations, about eighty stores, a handsome stone court-house, a widows' and orphans' home, and other public buildings. The buildings erected by the Grand Trunk are on a very extensive scale, occupying eleven acres. They consist of a repair-shop, engine-house, and round-house, built of white brick. Among the manufactures of the town may be mentioned brass and iron castings, tin and japanned ware, sashes and blinds, engines and mill machinery, agricultural implements, and stoneware produced no where else in the Province. In the Brantford engine works about 125 men are employed in the manufacturing of engines and mill machinery. The Victoria foundry employs over 100 men. The stoves, farming implements, etc., turned out of this establishment are in great favour in Ontario.

Population, about 9000.

There are many other growing and important towns of 5000 to 8000 inhabitants, as Coburg, Chatham, Brockville, Peterboro', Goderich, and Woodstock, but of course we have space only to specially note the few *largest* towns at length.

QUEBEC.

The *Province of Quebec* covers that vast extent of territory which extends from the Gulf of St. Lawrence to the point where the 45th parallel of N. latitude strikes the course of the gigantic river of the same name, occupying both sides of its valley for a distance of 950 miles; is bounded on the south by the Baie des Chaleurs, the Province of New Brunswick, and the United States, and on the north by an undetermined line, embracing within its limits the extensive watersheds of a number of rivers, amongst which the most remarkable are the Saguenay, the St. Maurice, and the Ottawa—the latter being the dividing line between this Province and the Province of Ontario along the greatest part of its course. The area of the Province of Quebec may be set down at about 200,000,000 acres of land of all descriptions, the most part of which has a fertile soil.

The Province of Quebec had in 1871 a population of 1,191,576 inhabitants; now (1875) estimated at about 1,300,000, the great majority of whom cultivate the soil. The magnificent fishing grounds of the Gulf and River St. Lawrence engage the labour of a great portion of the inhabitants of the lower part of the Province; while the immense forests of the interior, and the mines distributed from one end of the country to the other, afford a constantly enlarging field for human skill, labour, and capital.

The historical city of Quebec, containing over 60,000 inhabitants, is the seat of the Provincial Government, and the most important port of export of the Dominion; while Montreal, with a population now estimated at 130,000, is the commercial metropolis, and the principal port of entry of British North America.

The Province of Quebec is chiefly peopled by the descendants of the early French colonists, who are for the most part settled in the fertile valley of the St. Lawrence; but in the Eastern Townships, and in the towns and cities, there is a large English-speaking population. The French still preserve with rare fidelity the language, customs, laws, and religion of their former mother-country: thrifty, clean and frugal, light-hearted and cheerful, there is not a more happy or contented population on the face of the earth.

The people of the Eastern Townships are industrious and enterprising. Many of them are descendants of the United Empire loyalists, and numbers are from New England, who have crossed over the line. Some of the neatest homesteads and finest farms in Canada are to be found in these townships; and perhaps the best stock on the American continent is bred and raised there.

The soil of the Province of Quebec is exceedingly fertile, and capable of high cultivation; the cereals, hay, root crops, and fruits grow in abundance and perfection. It may be mentioned as a climatic fact that the Indian corn is a large crop, and always fully ripens.

The winters are cold, and the summers somewhat similar to those of France. But very exaggerated ideas prevail abroad as to the severity of the winters in this Province. The atmosphere is generally dry and exhilarating, and the cold, therefore, is not felt to be unpleasant. The snow serves a double purpose of a warm covering for the ground and making winter roads over which heavy loads can be drawn in sleighs with the greatest facility. In the newer parts of the country, before the regular summer roads are made, the winter is almost the only time when heavy teaming can be done.

Ploughing generally commences in April. The only disadvantage the farmer has, is in the shortening of his season in which to do his work; he has none in respect to the ripening of his crops.

The climate of this Province is altogether one of the healthiest under the sun, as well as one of the most pleasant to live in. Fever and ague, those scourges of the South-western States, are unknown here, every climatic influence being healthy and pure.

The great river St. Lawrence flows through the Province. Just above Montreal it receives from the north-west the Ottawa, a river 800 miles long, and in no degree inferior to it in interest. Below Montreal it receives, on the right, the Richelieu River, having its source in Lake Champlain; the St. Francis, rising in Lake Memphremagog; and the Chaudière, the outlet of Lake Megantic; and, on the left, the St. Maurice, the Batiscan, and the Saguenay Rivers, from 200 to 400 miles in length. The latter is the outlet of the large and beautiful Lake St. John.

The Province of Quebec is richly endowed with mines of gold, copper, iron, and other ores. Gold is found chiefly on the banks of the Chaudière. Copper is found in large quantities in the Eastern Townships. Iron is found almost everywhere, and is of superior quality. Lead, silver, zinc, platinum, etc., also occur in various sections. On the 30th of June, 1872, there were 5,894,018 acres of Crown lands surveyed and ready to be disposed of, and over 100,000,000 acres yet unsurveyed.

LANDS.

Lands purchased from the government are required to be paid for in the following manner: One-fifth of the purchase-money is required to be paid the day of the sale, and the remainder in four equal yearly instalments bearing interest at six per cent. But the price at which the lands are sold is so low, that is, from 30 cts. to 60 cts. per acre (15*d.* to 2*s.* 5½*d.* sterling), that these conditions are very little burdensome. In fact, it is equivalent to the same thing as giving them away in the wilderness form, for the price at which they are sold barely covers the cost of making the survey and making roads.

The purchaser is required to take possession of the land sold within six months of the date of the sale, and to occupy it within two years. He must clear, in the course of ten years, ten acres for every hundred held by him, and erect a habitable house of the dimensions of at least sixteen feet by twenty feet. The letters patent are issued free of charge.

On eight of the great colonization roads 84,050 acres are set apart for free grants, and in lots of 100 acres each. Any person over eighteen years may demand a permit of occupation from any Crown lands agent, and if at the

end of four years he has cleared twelve acres and built a house, he may take out letters patent free of charge

The parts of the Province of Quebec now inviting colonization are the valleys of the Saguenay, St. Maurice, and the Ottawa; the Eastern Townships; the Lower St. Lawrence; and Gaspé

The settlement in the valley of the Saguenay is much higher in latitude than Quebec, lying between the 48th and 49th parallels; but the climate is about the same as that of Quebec, and around Lake St. John it is said to be even more moderate. The soil in this locality is very rich, being argillaceous mingled with a small quantity of sand. The ordinary crops ripen very well, and a road is being completed across the country to make direct communication with the city of Quebec

The territory watered by the St. Maurice and its tributaries covers an immense region of 24,140 square miles. There are at present surveyed and divided into farm lots 441,200 acres, for sale at 30 cts. per acre (1*s.* 2¾*d.* stg.).

The recent exploration in the valley of the Matawan, a tributary of the Upper St. Maurice, draining a large tract of land about seventy-five miles beyond the Laurentian chain, has revealed the existence of an extensive tract of fertile land which is now attracting the attention of colonists.

Two parallel roads, the first starting from the town of Joliette, the second from Terrebonne—a distance of thirty-six miles apart—have already been opened as far as the Matawan. Settlement is taking place on them.

In the Ottawa valley the number of acres surveyed and divided into farm lots is 1,358,500, offered for sale at 30 cts. per acre (1*s.* 2¾*d.* stg.). The colonization of these lands is going on very rapidly, and new townships are being opened. The valley of the Ottawa is the principal seat of the lumber operations of the Province.

Many of the tributaries of the Ottawa contain large quantities of fish. Trout are caught in large numbers in some of these back waters, and packed in snow for transport to South[illegible] markets, where they bring a high price.

In the Eastern Townships the government owns 922,300 acres of wild lands, which it offers at from 50 cts. to 60 cts. (2*s.* 1*d.* to 2*s.* 5½*d.* stg.) per acre. Settlement in the Eastern Townships is proceeding very rapidly. They are among the most inviting portions of the Province for settlers. The climate is somewhat milder than at Quebec or Montreal. The townships in their general features are hilly, well watered with rivers, brooks, and lakes, affording a considerable hydraulic power. The soil is rich, and the farmers, generally speaking, prosperous. They have good facilities of communication and good markets.

Below Quebec, on the south shore of the St. Lawrence, there are large tracts of land favourable for settlement. The government have 1,223,200 acres, divided into farm lots, for sale at 30 cts. (1*s.* 2¾*d.* stg.) per acre. An important colonization road has been opened through the centre of this tract, called the Taché road, of 209 miles in length. This is intersected with cross roads connecting with the settlements on the shore of the river.

The survey of the Intercolonial Railway has led to the opening up of a new township in Metapediac valley, the soil of which is reported very good. Colonization will doubtless soon follow the railway.

To the east of the Metapediac road is the immense district of Gaspé, forming an area of 8613 miles of superficies, bounded by the St. Lawrence and the Bay of Chaleurs It is in great part rocky and unfit for cultivation; but there are many portions which are extremely fertile, and its fishing grounds are said to be the most advantageous in the Dominion. Both sea-weeds and fish are used for manure by the farmer. The government offers for sale 491,000 acres of land in Gaspé, at from 20 to 30 cents per acre (10*d.* to 1*s.* 2¾*d.* stg.).

The greater portion of the Province is covered by forests consisting chiefly of white and red pine. Numerous quantities of this timber are annually sent to England. The other kinds of timber are ash, birch, beech, elm, hickory, black-walnut, maple, cherry, butternut, basswood, spruce, fir, etc.

The lumber regions of Canada must, under judicious management, long remain a fruitful source of revenue to the Provinces of Quebec and Ontario. The augmenting and progressive demand in Great Britain and the United States, the West Indies, and South America, for rough and manufactured timber has given an enormous value within the last decade to timber limits; and, as a natural result, explorations have been pushed far into the interior, and regions long neglected have acquired a commercial value. Timber limits vary in size according to the standing of the lessees, many of the large lumbering establishments holding hundreds of square miles. The governments of Ontario and Quebec never relinquish their proprietary rights; they invariably retain the *fond* or proprietary right, merely leasing the usufruct. Formerly the leases were of short duration and at very moderate rates; but experience taught the Crown land departments that, under long leases, the limit-holders would have a direct pecuniary interest in protecting the forests from disastrous fires, and judiciously selecting their annual cuttings, so as to permit the growth of the young timber.

The following limits yet await purchasers:

	Miles.
St. Maurice territory, limits yet vacant	6,000
Gatineau " " "	1,000
Upper Ottawa " " "	3,000
Other sections of the Province, including Labrador and Gaspé	139,000
Total miles awaiting purchasers	149,000

Being equivalent to 107,000,000 acres of unsurveyed lands

The timber limits of Gaspé only acquired a commercial value within the last few years, but now they are attracting attention, and beginning to bring in a revenue.

Under the existing system of granting licenses, the leases continue in force for twenty-one years, with the right of renewal at such bonus as the commissioners may stipulate when the lease expires. Thirty years since, two dollars per square mile was regarded as a high rate to pay for a timber limit, but the rates have advanced so rapidly, consequent on the United States' demand for lumber, that thirty and thirty-five dollars were freely paid in 1872 per square mile, for twelve hundred miles. The thirty dollars is a prime or bonus for a twenty-one years' lease, but there are annual charges attaching to each mile of limit worked, called ground rent and stumpage, amounting to some four dollars per square mile per annum.

GOVERNMENT.

The public affairs of the Province are administered by a Lieutenant-Governor, an Executive Council of seven members, a Legislative Council of twenty-four members, appointed for life, and a Legislative Assembly of sixty-five members. The judicial department comprises a Court of Queen's Bench, with a chief-justice and four assistants; a Superior Court, with chief-justice and twenty-six assistants; a Court of Vice-Admiralty; Courts of Quarter Sessions; and courts for the summary trial of small causes.

Public instruction is under the control and direction of the Provincial Secretary, who is also called the Minister of Public Instruction, and who is assisted by a council of twenty-one members, appointed by the Lieutenant-Governor, fourteen of whom are Roman Catholics and seven Protestants. Primary education is so far compulsory that every citizen is bound to contribute a moderate tax assessed on his property. In municipalities where there are different religious denominations the school commissioners of the majority govern. The schools of the minority are called dissentient schools whose trustees are invested with the same authority as the commissioners of schools of the majority. In the cities of Montreal and Quebec there are separate boards of commissioners for the Protestant and Roman Catholic schools. Teachers are trained in normal schools, supported at the expense of the Province. In 1872 there were in the Province 3639 elementary schools, 227 model schools, 147 agricultural, commerical, and special schools, and fifteen classical colleges and seminaries. The Protestant Universities are McGill College, at Montreal, founded in 1827, and Bishop's College, Lennoxville, founded in 1843. The Roman Catholic University of Laval was founded by the Quebec Seminary in 1852.

The prevailing religion is that of the Church of Rome The Roman Catholic Dioceses are six in number, viz. the Archdiocese of Quebec, and the Dioceses of Montreal, Three Rivers, St. Hyacinthe, Sherbrooke, and Rimouski. The Protestant Dioceses are two in number. Montreal, and Quebec

Of the population considerably over 1,000,000 are Roman Catholics.

In 1874 Quebec had nearly 1000 miles of railway in operation, and several hundred more in course of construction or for which charters have been granted

The Province of Quebec takes an active and liberal part in encouraging immigration. Agents are established abroad and at home, and at a late session of the legislature laws were passed for the encouragement of colonization railways, granting, on certain conditions, an annual subsidy to seven different companies incorporated for that purpose, and also an act for the encouragement and formation of colonization societies.

These societies may also act as immigration societies. Their objects are defined as follows:

1. To aid in promoting the establishment of settlers on Crown lands; to attract emigrants from other countries, and to restore to this Province such of its inhabitants as have emigrated.

2. To open, with the permission of the government, and to aid the government and municipalities in opening roads through wild lands of the Crown, or leading thereto

3. To direct settlers or emigrants towards the localities which the commissioner of Crown lands shall, as hereinafter provided, have assigned to and reserved for them.

4. To provide settlers with seed-grain, provisions, and implements suitable for the clearing and cultivation of land.

5. To aid the department of agriculture and the department of Crown lands in the diffusion of knowledge and information calculated to extend colonization.

6. To promote colonization and assist settlers, by all means and proceedings which they shall deem desirable to adopt, in conformity with regulations to be provided by the Lieutenant-Governor in council.

The department of agriculture and colonization watches over the organization and working of these societies; and there is every reason to hope that a certain number of them will take an active part in promoting immigration.

The five principal cities of the Province are Montreal, Quebec, Three Rivers, Sherbrooke, and St Hyacinthe The principal manufactures are cloth, linen, furniture, leather, sawn lumber, flax, hardware, paper, chemicals, soap, boots and shoes, cotten and woollen goods, steam-engines and locomotives, wooden ware of all descriptions, agricultural implements, ships, etc. The facilities for manufacturing afforded by abundant water-power are excellent.

MONTREAL.

MONTREAL, the commercial capital of Canada, and the most populous city in British North America, is situated at the head of sea or outward navigation, and at the foot of the great chain of river, lake, and canal navigation which extends westward to Chicago and Fond du Lac, a distance of about 1400 miles, embracing an almost unequalled extent of inland water communication. It occupies one of the most commanding positions in America, and stands on a large, fertile, and beautiful island of the same name, thirty miles in length by ten miles of extreme breadth, formed by the confluence of the Ottawa and St. Lawrence Rivers, and on the north bank of the latter. Thus situated near the junction of two very important rivers, with a free communication seawards (though 90 miles above the influence of the tides, and 300 miles from salt water), Montreal possesses all the advantages of both an inland city and a seaport accessible to steamships and other vessels of over 4000 tons burden.

The quays are unsurpassed by those of any city in America; built of limestone, and uniting with the locks

and cut-stone wharves of the Lachine Canal, they present, for several miles, a display of continuous masonry which has few parallels. A broad terrace, faced with grey limestone, the parapets of which are surmounted with a substantial iron railing, divides the city from the river throughout its whole extent.

From whichever side approached, Montreal and its vicinity (the wood-clad "Mont Royal" forming a magnificent background), with its numerous beautiful villas, orchards, and delightful drives, its grand and stately edifices, and many elegant public and other buildings of cut stone, adorned with glittering roofs and domes, tall spires and lofty towers, present to the view of the beholder a vast, picturesque, and grand panorama. The city is the chief seat of manufacturing operations in the Dominion, and it has many extensive and costly establishments, the productions of which will compare favourably with those of other countries.

The many handsome public and private buildings of which Montreal can boast are too numerous to be described in an article like this, but the Church of the Gesu, Christ Church Cathedral, and the magnificent bank buildings, can scarcely pass without mention.

In 1874 there were in Montreal fifty-eight churches and two synagogues, nine fire stations, twenty-two banks, four savings banks, about fifty assurance and insurance agencies, three medical schools, two general hospitals, an asylum for aged and infirm women, three orphan asylums, a lying-in hospital, two magdalene asylums, a dispensary, a ladies' benevolent society, two houses of refuge, an infants' home, a newsboys' home, and a number of institutions under charge of Sisters of Charity.

The educational means of the city comprise a university with faculties of law, art, science, and medicine, open to persons of all religious denominations; a Roman Catholic theological college, a Jesuit college, a high school, two normal schools, several classical and scientific academies, and a number of private and public schools, also two affiliated medical colleges—one to Bishop's College, Lennoxville, the other to Victoria College, Cobourg.

Montreal is the seat of the Grand Trunk Railway. The head offices and chief works are at Point St. Charles, a suburb in the western part of the city. The Victoria Bridge here spans the River St. Lawrence. The first stone of this great masterpiece of Stephenson was laid July 25th, 1854, and the first train crossed over it December 19th, 1859. It is 9184 lineal feet in length—twenty-four spans of 242 feet each, and one (the centre, sixty feet above the river) of 330 feet. The bridge cost nearly $7,000,000. Its construction gave the Grand Trunk Railway a continuous and unbroken line of communication from Rivière du Loup and Portland to Lake Huron and Detroit, and Montreal unrivalled facilities and advantages for commerce, whether foreign or domestic, making it the great central depot for the traffic of Canada and the Western States. The cars of the Grand Trunk Railway—the longest line owned by one company and under one management in the world, and the building of which has placed Canada in the proud and prosperous position she occupies to-day—run daily east and west, making close connections in Ontario with the Great Western, Brockville and Ottawa, St. Lawrence and Ottawa, Cobourg, Peterborough and Marmora, Midland, Northern, Toronto, Grey and Bruce, Toronto and Nipissing, Wellington, Grey and Bruce, and Whitby and Port Perry railroads, also with the Canada Air-Line and Southern; and in the Province of Quebec with the Vermont Central, Stanstead, Shefford and Chambly, South-eastern Counties Junction, and Massawippi Valley railways; and with the following lines, some of which are already nearly completed and in partial operation: Kennebec, North Shore, Canada Central, Richelieu, Drummond and Arthabaska Counties, Gosford, St. Francis and Megantic International, and the great Intercolonial. The two latter roads give Montreal direct rail communication with St. John and Halifax, and largely increase its trade with the Maritime Provinces. The New Brunswick and Canada Railway, when extended from Woodstock, N. B., will also connect with the Grand Trunk at Rivière du Loup. In the Eastern States the Grand Trunk connects with several lines branching off from its principal stations, and at Portland with the Allan line of steamers in winter, and with steamers for St. John and Halifax the year round. The Vermont Central and Montreal and Province Line railways, and their connections, also afford direct communication with New York, Boston, and the principal cities in the United States. The Canada Central and North Shore railways, the construction of which is rapidly proceeding with, will prove of incalculable benefit to the city of Montreal, by largely increasing its trade with the many prosperous sections of the country through which they will pass, and causing the rapid extension of its limits eastward as well as westward.

There are several lines of European steamers running to Montreal during the season of navigation, the principal of which, the Allan line of splendid, powerful, fast screw steamers, performing regular mail service, ply weekly between Liverpool and Montreal in summer, and between Liverpool and Portland in winter. During season of navigation daily lines of steamers, propellers and other vessels, run between Montreal and Quebec, Ottawa, Prescott, Brockville, Kingston, Belleville, Rochester, Cobourg, Port Hope, Toronto, Hamilton, and many other lake and river ports, eastward as well as westward.

The city is well governed by a corporation composed of a mayor, nine aldermen, and eighteen councillors, has a fine police force, an efficient fire brigade, and the best fire-alarm telegraph system in the world. It is the principal port of entry in the Dominion, and is rapidly increasing in population and extending its city limits.

The commercial progress of Montreal is best shown by comparison. In 1863, 504 vessels arrived of 209,224 tons; in 1872, 872 vessels of 606,795 tons. In 1854 the imports were $18,729,612, and in 1874, $44,320,646.

The population in 1851 was 57,715; 1861, 90,323; 1871, 107,225; and in 1875 is estimated at 135,000, with suburbs containing 25,000 more.

QUEBEC.

QUEBEC, the stronghold of military power in British North America, and capital of the Province, is situated on a rock-bound promontory formed by the confluence of the rivers St. Charles and St. Lawrence, 180 miles below the city of Montreal. It is very strongly fortified, completely commanding the navigation, and by military authorities is declared impregnable.

Quebec is divided into two parts, called Upper and Lower Towns. The Upper Town occupies the highest part of the promontory; it is surrounded with walls, and otherwise fortified. The ancient citadel, which crowns the summit of Cape Diamond, covers, with its numerous works, an area of forty acres, and from its position is probably the strongest fortress in America.

The chief ascents to the Upper Town are by a steep and narrow winding street and by a flight of steps.

The Lower Town, which is the seat of commerce, is built around the base of Cape Diamond, where, in many places, the rock has been cut away to make room for the houses. On the side of the St. Charles the water at flood tide formerly washed the very foot of the rock, but from time to time wharf after wharf has been projected towards low water mark, and foundations made sufficiently solid on which to build whole streets, where boats and even vessels of considerable burden once rode at anchor. The banks of both rivers are now lined with warehouses and wharves, the latter jutting about 200 feet into the stream, and along which the water is of sufficient depth to admit vessels of the largest size. The streets are generally irregular and narrow; in few instances are they well paved and lighted. The houses are principally of stone and brick, two or three stories high, the older ones with steep and quaint-looking roofs.

The city has several times suffered from disastrous fires, but the result has been the erection of more attractive buildings, and a consequent great improvement in the general appearance of the city.

In the Upper Town are several squares and public walks commanding views unrivalled for their varied and picturesque beauty. In one stands a substantial monument, erected to the joint memory of Generals Wolfe and Montcalm, the English and French commanders who fell at the taking of Quebec in 1759. It consists of an obelisk resting on a granite pedestal, the whole 65 feet high. A monument 40 feet in height marks the spot where General Wolfe fell on the Plains of Abraham; while on the St Foy road stands an iron pillar surmounted by a bronze statue, presented by Prince Napoleon Bonaparte in 1855, intended to commemorate a fierce struggle which took place here in 1760 between the British and French troops. There are also other interesting objects throughout the city the Roman Catholic Cathedral, with its many fine old paintings, the Episcopal, Presbyterian, and other churches; the Esplanade, Houses of Parliament, hospital, new gaol, "Spencer Wood," the residence of the Governor; Morrin College; the Laval University, erected at a cost of nearly half a million dollars; the beautiful new custom-house at Point à Carey, etc., etc. The Montmorenci Falls, a magnificent sight at almost all seasons of the year, are situated about nine miles from the city. Between them and Quebec is the Beauport Lunatic Asylum, the largest and finest building of the kind in the Dominion.

The educational institutions comprise three Roman Catholic colleges, viz.: Laval University, with faculties of law, medicine, and arts; the Grand Seminary, and the Minor Seminary; the Ursuline convent, an extensive establishment founded in 1641; several nunneries; Morrin College, with ten professors; Laval Normal and Model School; the Quebec High School; and a number of academies and private and public schools.

Quebec ranks third as a seaport town, or first after Halifax, N. S., and St. John, N. B. She carries on a considerable trade with the surrounding country and with the ports and fisheries below, but her principal business is ship-building and the lumber trade. She annually launches a large number of vessels, rigged and equipped, and of varying tonnage (from 1000 to 2[illegible] tons and more), and exports millions of feet of timber, besides other produce of the country. The building of the Gosford Railway (recently opened), and the construction of the North Shore and Levis and Kennebec railways, will prove of incalculable benefit to Quebec, and add much to her commercial prosperity. The North Shore Railway will give her direct communication with the places lying westward between her and Montreal on the north shore of the St. Lawrence, as she now has with the south by the Grand Trunk Railway and the Levis and Kennebec Railway, with the State of Maine, and, perhaps, New Brunswick. Quebec is well lighted with gas, and most abundantly supplied with excellent water from Lake St. Charles, at an elevation of several hundred feet above the highest level of the town. A continuous stream of water can be thrown, by its own pressure, over the highest buildings in the city, rendering next to impossible, with the assistance of a good fire brigade and an excellent fire-alarm telegraph system, recently introduced, the recurrence of any of those serious conflagrations which have acted so injuriously on Quebec's prosperity. Opposite the city are two very important and flourishing towns—Levis and South Quebec. With these there is constant communication by steam ferries. The depot of the Grand Trunk Railway is situated in the latter town. From thence trains proceed to all points westward and eastward to Rivière du Loup.

There are two weekly lines of steamers for the Gulf ports and Maritime Provinces. From April to November, the Richelieu Company's palace steamers ply daily between Quebec and Montreal, and during the hot months the Canadian Navigation Company's steamers make four trips a week to the Saguenay and fashionable watering places.

The population of Quebec is now about 65,000.

THREE RIVERS, the third city in the Province, and capital of the district of Three Rivers, is most pleasantly situated on the north shore of the River St. Lawrence, at the mouth of the River St. Maurice, which is included within its limits, together with the several islands there lying. It is equi-distant (90 miles) from the cities of Montreal and Quebec. Three Rivers is the seat of a Roman Catholic Bishop, and the cathedral is one of the finest edifices in British North America. The improvement of the River St. Maurice by the government, in 1853, gave additional impetus and life to Three Rivers; about $200,000 having been expended in erecting booms and slides on the river, which has already attracted the investment of more than $1,000,000 in lumber operations.

The source of supply of lumber furnished by the St Maurice and its tributaries extends over a territory of about 200,000 miles. The St. Maurice Lumber Island Company, and Messrs. George Baptist & Sons, have their extensive steam saw-mills and machine-shops at the mouth of the St. Maurice, in which they manufacture a large amount of lumber, chiefly for the American market. The "Grès Mills," the property of G. Baptist & Sons, situated nineteen miles up the St. Maurice, also turn out large quantities of lumber yearly. There are numerous other saw-mills of minor note, this place being the chief depot whence lumber is shipped to Quebec, England, the West Indies and the United States.

Extensive iron-works are in constant operation in the vicinity of the city. The chief works are those known as the Radnor, St. Maurice Islet, and "St. Joseph or St. Tite."

The causes that have hitherto militated against the development of the numerous resources of the district,—namely, the lack of railway communication, and the extent of impracticable navigation of the St. Maurice in rear of the city,—have been greatly removed by the building of a first-class branch of the Grand Trunk Railway connecting Three Rivers with Arthabaska; thus opening a direct communication with five New England States, all requiring lumber, and Three Rivers being the nearest and cheapest market whence they could obtain it.

Sherbrooke, the principal town in the Eastern Townships, is situated on the River St. Francis, on both banks of the River Magog, and on the Grand Trunk and Massawippi Valley railways, and at the western terminus of the St. Francis and Lake Megantic International Railway. It is chiefly famous for its water-power, which for extent and availableness is scarcely equalled in any other town in Canada. It contains the head-offices of the Eastern Townships Bank, one branch bank, the chief office in Canada of the British America Land Company, several assurance and insurance agencies, churches of five or six denominations, and manufactories of woollen and cotton cloths, flannels, iron castings, machinery, axes, pails, etc.; also saw-mills, breweries, etc.

Population, about 6,000.

St. Hyacinthe.—A city on the Yamaska River, seigniory and county of St. Hyacinthe, *chef-lieu* of the district of St. Hyacinthe, which comprises the county of St. Hyacinthe and the counties of Bagot and Rouville. St Hyacinthe is one of the most flourishing places in the Province of Quebec. The local business is considerable, and the markets are second only to those of Montreal as regards the variety, quality, and value of the articles brought in. It possesses many public establishments of great importance. The college is a fine cut-stone building, over 700 feet long, and is surmounted by a cupola, from the top of which there is an extensive view. This institution possesses an excellent library, physical and astronomical apparatus, chemical laboratory, etc. The grounds around the college are very fine. The head-office of the St. Hyeinthe Bank is here, and extensive manufactories of various kinds. The Grand Trunk Railway passes through the city, and places it at two hours' distance from Montreal, seven hours from Quebec, fourteen hours from Portland.

Population, 5000.

NEW BRUNSWICK.

New Brunswick is bounded on the north-west by the Province of Quebec, from which it is separated by the River Restigouche; north by the Baie Chaleurs; east by the Gulf of St. Lawrence and Northumberland Straits, the latter separating it from Prince Edward Island; south by the Bay of Fundy and part of Nova Scotia; and on the west by the State of Maine, from which it is separated by the St. Croix and St. John rivers; extending from latitude 45° 5′ to 48° 40′ north, longitude 63° 50′ to 68° west; greatest length from north to south, 230 miles; breadth, 190 miles; area, 27,322 square miles, equal to 17,486,280 acres. Its coast-line is about 500 miles in length, interrupted only at the point of junction with Nova Scotia, where an isthmus of not more than eleven miles in breadth connects the two territories and separates the waters of the Northumberland Strait from those of the Bay of Fundy, and which it is proposed to unite by means of a canal, called the Bay Verte Canal.

The surface of the country is generally flat or undulating. There are some hills skirting the Bay of Fundy and the rivers St. John and Restigouche, but they nowhere assume mountain summits. The shores of the Gulf of St. Lawrence and Northumberland Strait abound in fine ship-harbours (each at the mouth of a considerable river) from which is exported much fine timber. For about twelve miles inland the country is low and skirted with marshes.

The face of the Province is traversed in all directions by navigable rivers, chief of which is the St. John, 500 miles in length. It is navigable for steamers of 1000 tons to Fredericton, ninety miles from the sea. Above this point smaller steamers ascend sixty-five miles, to Woodstock, and occasionally make trips as far as the Tobique, seventy-five miles further up, and even to the Grand Falls, a magnificent cataract seventy or eighty feet perpendicular, 225 miles from the sea. Above the falls the St. John has been navigated by a steamer to the mouth of the Madawaska, forty miles; from this point boats and canoes may ascend almost to its sources. The Madawaska River is also navigable for small steamers to Lake Temiscouata, a sheet of water twenty-seven miles long, from two to six miles broad, and of great depth throughout. From the upper part of this lake to the River St. Lawrence, at Trois Pistoles, the distance is only about eighteen miles. The country drained by the St. John and its tributaries comprises about 9,000,000 acres in New Brunswick, 2,000,000 in Quebec, and 6,000,000 in Maine. The valley is remarkable for its fertility and picturesque beauty. After the St. John, the largest river of New Brunswick is the Miramichi, flowing north-east into an extensive bay of its own name. It is 225 miles in length, and seven miles wide at its mouth. It is navigable for large vessels twenty-five miles from the Gulf, and for schooners twenty miles further, to the head of the tide, above which, for sixty miles, it is navigable for tow-boats. The river has many large tributaries, spreading over a great extent of country.

The Petitcodiac, the Richibucto, and the Restigouche are all noble rivers, navigable for from fifteen to twenty-five miles above their mouths for large vessels, and draining over 8000 square miles of fertile and finely timbered country.

Among the numerous bays with which the coast is indented, the most important is the Baie des Chaleurs, an immense haven ninety miles in length and twelve to fifteen in breadth, with many excellent harbours. Throughout its whole extent there is neither reef, rock, nor shoal, nor any impediment to navigation.

The climate of this Province is exceedingly healthy. Disease, peculiar to the country, is unknown. Its beautiful scenery, sometimes wild and picturesque, with its hills and mountains; its beautiful rivers, brooks, and lakes abounding in fish; its sunny dales and wooded valleys, have their attractions.

The autumn is a season of exceeding beauty, the air being dry and clear, and the woods glowing with innumerable tints of the richest and most brilliant hues.

The prevailing summer winds are from the W.S.W. and S.; when from the S.W. dense fogs are often produced on the Bay of Fundy, and extend from fifteen to twenty miles inland.

Of the soil and capabilities of New Brunswick it is impossible to speak too highly. There is not a country in the world so beautifully wooded and watered. A large portion of the surface is covered with dense forests of pine, hackmatack, spruce, cedar, etc., etc., which provide immense quantities of timber both for export and ship-building. All kinds of cereals and fruits (except peaches) ripen perfectly and are of excellent quality. The potatoes raised in this Province are the best in the world. Turnips, peas, beans, and other leguminous plants thrive admirably. A most profitable crop is grass, which occupies about four-fifths of the land on every large farm. Agriculture, however, has made but slow progress, and the demand for food is far beyond the supply raised on the soil. The inhabitants generally find it more profitable to follow the lumbering business. The rivers, lakes, and sea-coast of New Brunswick abound with fish of almost every variety. In Baie des Chaleurs immense shoals are seen, darkening the surface of the water. The Bay of Fundy has long been celebrated for its fisheries.

The salmon fisheries of New Brunswick are among the finest in the world. The Buctouche, Caraquette, and Cocagne oyster-beds are as prolific as they are famous, and the finest lobsters are found in profusion.

Ship-building is extensively prosecuted in the Province, more especially at St. John and on the Miramichi. Vessels are also built at St. Andrew's, at various coves and harbours on the Bay of Fundy, along the banks of the St. John and Petitcodiac, and at Cocagne, Richibucto, Bathurst, Dalhousie, Campbellton, and other ports on the north shore. The statistics of these two industries are given among the "Dominion statistics."

Coal is plentiful and iron ore abundant; the former is said to extend over 10,000 square miles. The Albert coal mine is the most valuable deposit of bituminous matter on this continent. It produces 100 gallons of crude oil per ton, and the coal is worth for gas-making $14 to $17 per ton at the shipping port.

Copper and manganese also abound. A large deposit of the former has been discovered on the banks of the Nepisiquit River, which falls into Bathurst Bay, and another of plumbago within half a mile of St. John. The supply of the latter is said to be inexhaustible. Gypsum, limestone, freestone, and grindstone abound.

The principal articles manufactured in New Brunswick are sawn lumber, leather, cotton and woollen goods, wooden ware of all descriptions, paper, iron-castings, nails, mill machinery, locomotives, steam-engines, etc. The number of saw-mills in the Province is very large.

The great extent of sea-coast, with its numerous bays and navigable rivers flowing into them, furnish admirable facilities for commerce. The principal exports are fish, timber and lumber, iron, coal, gypsum, shooks, hay, etc. The chief imports are wheat, flour, and cornmeal, corn and other grain, salted meats, coffee, sugar, tea, molasses, tobacco, woollen, cotton and silk manufactures, fruits, etc. The total value of the imports for 1873 amounted to $10,507,398, of which $6,877,243 were from Great Britain, and $2,970,054 from the United States. The exports for the same period amounted to $6,487,315. The imports for St. John alone amounted to $8,118,758, and exports $4,107,550.

There are six railways in the Province, three of which—the Albert, the Intercolonial, and the New Brunswick roads—are only partially constructed, but will be completed in 1875–76. The Intercolonial, so far as completed in this Province, runs from St. John to Halifax, with branch to Shediac. The head-offices are at Moncton, from which westward to Trois Pistoles the building is being rapidly pushed forward. The European and North American Railway (consolidated) runs from St. John westward to the State of Maine, connecting at Fredericton Junction with the Fredericton Branch Railway, at McAdam with the New Brunswick and Canada Railway, and at Bangor with the railway system of the United States. It is intended that this road shall form a connection with the St. Francis and Lake Megantic International Railway, now in course of construction from Sherbrooke eastward. When this road is built, the distance by rail between Montreal and St. John will be reduced to 430 miles. (By the Intercolonial the distance is 761 miles.) The New Brunswick and Canada Railway proceeds from St. Andrew's to Woodstock, with branches to St. Stephen, and Houlton, Maine. At Woodstock it connects with a branch of the Rivière du Loup Railway. This last line is running between Fredericton and Woodstock and Muniac. From the latter place it is being built to Rivière du Loup.

The growth of the Province has been steady and large. In 1851, the population was 193,800; in 1871, 285,777, an increase of nearly fifty per cent.; and in 1874 it is fairly estimated at 310,000.

The school system of New Brunswick is non-sectarian and *free to all*. The Province annually grants about $120,000, and with a rate on property supports *free* nor-

mal, superior, and common schools in abundance There is also a University of New Brunswick and several colleges

CROWN LANDS

No Province in the Dominion has made more generous provision for the immigrant than New Brunswick. Under the land system of this Province, as established by the act of 1872, Crown lands suitable for settlement and cultivation are set apart, and public roads made through the same.

These lands are granted to actual settlers in lots of one hundred acres for single men, and two hundred acres for married men with two or more children.

A money-grant of $30 is also given as soon as a house is built on the lot. The terms of settlement are that a settler build a house not less in dimensions than sixteen by twenty feet, and shall clear and cultivate not less than three acres within one year, and further clear and cultivate not less than ten acres in all within three years, and reside actually and continuously on such land for three years, necessary absences excepted

By the act of 1868, a grant of one hundred acres of land could be *purchased* for $20 cash, or $30 in three annual instalments, all to be expended in making roads through the settlement; but the new act is in still better terms Several hundred thousand acres were, however, applied for and settled under the old act, and under the new one about 05,000 were settled by immigrants, chiefly English and Scotch, last year

The affairs of the Province are administered by a Lieutenant-Governor aided by an Executive Council of nine members, a Legislative Council of eighteen members appointed for life, and a House of Assembly of forty-one representatives, elected every four years. The judicial department comprises a Supreme Court, with a chief and four puisné judges having law and equity jurisdiction; one of Marriage and Divorce, a Vice-admiralty Court, and a County Court for each county in the Province

New Brunswick was first settled by the French in 1639. It continued to form part of Nova Scotia until in 1784 the present limits of New Brunswick were divided from Nova Scotia and erected into a separate Province by a special constitutional charter. When the United States had gained their independence, a considerable number of the exiled loyalists, about five thousand persons, emigrated in 1783 to New Brunswick, where they were supplied with land, provisions, tools, and clothing by the British government. These loyalists may be looked upon as the founders of New Brunswick, and their descendants now form a considerable part of the population.

It is urged and believed that this Province is peculiarly congenial to English, Scotch, and Scandinavian immigrants; the climate is no more severe in winter than theirs, and the soil is better. But more, the love of order and good government inherent in them makes, in consequence, the laws and political institutions of this country suit them better than those of a republic

The Maritime Provinces afford a fine field to anglers. In no part of the world, excepting, perhaps, the Seigniory of Mingan, in the Province of Quebec, are there finer rivers for trout or salmon than those of New Brunswick.

A homestead law is in force, which, in case of misfortune overtaking the head of the family, protects the property of the settler from execution, to the extent of $600

On the whole, to the labouring man, who loves a life of industry, of liberty, independence, and rough plenty; where the tax-gatherer's visits are, like angels', few and far between; where he can worship God as he pleases, and where the means are not wanting; where there is no established Church, but all thrive side by side on equal terms, and all respectably supported by willing contributions; where the schools are free alike to all; where to him the words "starvation and want" convey no dread, -this Province offers it to him.

The chief cities and towns of New Brunswick are St. John, with Portland and Carleton as its suburbs, Fredericton, St. Stephen, St. Andrew's, Chatham, Woodstock, Sackville, and Newcastle.

ST. JOHN

St. John, the commercial metropolis of the Province, and fourth largest city in the Dominion, is situated at the mouth of the noble River St. John, 500 miles from its source, parish and county of St. John. It occupies a very commanding position, and when approached from the Bay of Fundy presents an imposing appearance. The whole of the elevated portion of the city consists of solid rock, which for the purpose of forming tolerable streets has had to be cut down at an incredible expense

St John is the *entrepôt* of a wide extent of country, abounding in agricultural resources, minerals, and valuable timber. Its admirable situation at the mouth of one of the largest rivers in North America, with a harbour open all the year round, with regular steam communication with all the main ports of Nova Scotia and the northern portion of the United States, with first-class railways running from it in every direction, with extensive maritime and manufacturing interests, insures the certainty of its becoming a city of the greatest commercial importance

Its progress has been steady and prosperous, and it now stands the leading city in the Maritime Provinces

In 1873 (the latest date yet officially published) the imports were $8,118,758, and the exports $4,107,550; but 1874 will show a large increase, evidenced by the fact that the customs duties for that year, which are ascertained, are over 23 per cent. greater—an increase unparalleled in the Dominion

The position of its harbour, and its entire freedom from obstruction by ice—the only harbour in America, north of Cape Hatteras, which always preserves this immunity—owing to the tide falls of the Bay of Fundy, which vary between twenty-one and twenty-five feet, gives it great advantages over all other ports in the Dominion, and tends largely to its commercial importance. Its facilities for ship-building are very extensive A large trade is carried on in this important branch, also in its principal article of export—lumber. The latter includes the shipment of deals to England, pine timber to the United States, and shooks to the West Indies Numerous mills and manufactories surround the harbour, which is almost at all times covered with shipping.

The entrance of the River St. John into the harbour, about 1½ miles above the city, is through a rocky gorge, ninety yards wide and 400 yards long, occasioning very remarkable falls. At low water, the waters of the river are about twelve feet higher than those of the harbour; at high water the waters of the harbour are five feet higher than those of the river; hence the phenomena of a fall outwards and inwards at every tide. Above the falls the tide seldom rises more than four feet. When the waters of the harbour and river are on a level vessels can pass the falls, and this can be effected only during a period of fifteen or twenty minutes at each ebb and flow of the tide. At times of great freshets, occasioned by the sudden melting of the snow, the tides do not rise to the level of the river, and consequently it is not possible for vessels to ascend the fall. The depth of the fall is about seventeen feet. Spanning the rocky gorge, about 100 feet above low water, is a magnificent suspension bridge 640 feet in length, 182 feet shorter than the bridge at Niagara. A fine view of portions of the city and surrounding district is to be had from the bridge, as also of the rushing waters immediately beneath it, which at times present a splendid scene

St. John has the largest and finest rolling and iron-mills—the Coldbrook Iron-works and Rolling-mills in the Dominion, and manufactories of iron castings, steam-engines, machinery, edge-tools, nails, cotton and woollen goods, boots and shoes, leather, wooden ware, soap and candles, carriages, locomotives, agricultural implements, lumber, paper, sugar-boxes, etc. Its most important branch of industry, however, is ship-building.

The streets of St. John are wide and chiefly laid out at right angles. King and Prince William streets are the principal thoroughfares. On the western side of the harbour is Carleton, a thickly settled district and part of the city; and joined to the city, but not incorporated thereto, is the populous suburb of Portland. The city is lighted with gas, and has an excellent fire brigade and unsurpassed water-supply

There are six banks in the city: Bank of Montreal, Bank of New Brunswick, Bank of British North America, Maritime Bank, Bank of Nova Scotia, and a savings bank

St. John boasts of numerous handsome public buildings, stores, and private residences. Among the former may be noticed the churches, especially the Cathedral of the Immaculate Conception, banks, Dominion building, court-house, gaol, city hospital, marine hospital, lunatic asylum, and post-office

The "Victoria" hotel is one of the finest buildings in the city, and next to the "Queens," in Toronto, ranks as the best in [illegible]

St. John, [illegible] registered shipping, stands first in rank of all [illegible] the Dominion of Canada, and fourth in rank of *all in the British Empire*, a fact worth boasting of, and which elicited much discussion when, about a year since, the figures were first compared and published by John Boyd, Esq., of St. John, in his since-celebrated lecture, "They that go down to the Sea"

On December 31st, 1873, the tonnage of St John was 806 vessels, measuring 247,228 tons, and on December 31st, 1874, 808 vessels, measuring 263,410 tons In the whole British Empire, the list stands thus

Liverpool	1,411,232 tons
London	1,096,937
Glasgow	444,[illegible]
[illegible]	263,410

Ranking her the *fourth* port of the Empire, Sunderland being the only other place registering over 200,000 tons

This tonnage represents a capital of more than $12,000,000, or about $200 for every inhabitant, great and small, in the city and county of St. John!

As an evidence of its lumber export trade, we may mention that one man alone (Alexander Gibson, of Nashwaak), the past season, shipped to Great Britain and continental and African ports 136,000,000 feet of lumber, employing 212 vessels, of a capacity of 170,000 tons, while for the four seasons last past the totals foot up to more than 430,000,000 of feet. His operations in the woods, during the winter season, employ over 1200 horses and 3000 men.

With respect to the *size* of the vessels composing this grand fleet, we may mention that St. John has eight times as many full-rigged ships as the port of Halifax, and more full-rigged ships, both in tonnage and number, than the whole Province of Nova Scotia. St. John has five times as many full-rigged ships as the port of Quebec, and four times as many as the whole Province of Quebec. St. John has three times as many barques as the port of Quebec, and nearly three times as many as the whole Province of Quebec. While St. John, therefore, stands far ahead of all other Canadian ports in point of tonnage, its superiority over them all becomes greater the more it is examined, for the bulk of the tonnage of St John is of the large and expensive class of vessels engaged in foreign voyages: 90 ships, 127 barques and barquentines, 73 brigs and brigantines, and over 100 schooners, belong to this class, and there are no finer vessels afloat on the sea, built of wood, copper, and iron, than the larger craft that hail from the port of St. John

In this respect, St. John is the first port in America, as it is the fourth in the whole British Empire. We have yet to learn the name of any other port on this continent that has as large a fleet of clipper ships and barques on the sea as St. John. This is certainly something for Canada to be proud of

The railway system of New Brunswick centres here, and, looking at the many natural advantages which St. John possesses, especially its free open harbour at all seasons of the year, and its unsurpassed facilities for manufacturing purposes, it bids fair to become, on the completion of the great Intercolonial Railway, which connects it with Nova Scotia and the Gulf of St. Lawrence, the chief seaport city in the Dominion.

The population of St. John, including Carleton and Portland, in 1871 was 41,325; at this time it is over 45,000

PORTLAND

Portland is a fine town, under separate parish government. Main street, as busy in appearance as any street in

the city, is the principal thoroughfare. Along the east shore, facing the harbour, and the west shore, facing the River St. John, are a number of large steam saw-mills which give employment to a numerous body of men. Ship-building is also carried on to some extent. On the road leading to Fairville, and on the range of hills in the eastern part of the parish, the wealthy men of St. John have erected most handsome residences. For all commercial purposes Portland may be considered as part of St. John.

FREDERICTON.

Fredericton, a small but beautiful city in the county of York, is the capital of the Province, and is pleasantly situated on a level plain, on the left bank of the River St. John, eighty-four miles from the Bay of Fundy. The city is well and regularly laid out; its streets are wide and airy, crossing each other at right angles. Queen is the chief business street, and on it are situated most of the public departments, law offices, banks, hotels, etc. At the east end is the Province building, a large structure, in which the Provincial Legislature holds its sittings; the Supreme Court also meets there. There is a fine library in the building, and in close proximity are the various public offices. At the west end is the Government house, a fine stone structure, with no pretensions to architectural beauty, yet possessing ample accommodation as the residence of the Lieutenant-Governor. On the north side of Queen street are the court-house and city hall, two large brick buildings, and the barracks, a stone structure capable of accommodating a regiment of infantry. On York street is situated the depot of the Fredericton Railway, and the skating rink, and on Westmoreland street is the Exhibition building, a handsome wooden structure, covering nearly an acre of ground. In rear of the city, on a hill, stands the University, a large, substantial, stone building. It is well endowed, has a good staff of professors, and as a seat of learning is in high standing in the Province. There are eight churches in the city—Episcopal, Roman Catholic, Church of Scotland, Presbyterian, Methodist, Baptist, and Free-Will Baptist. Christ Church Cathedral is a fine stone edifice, and a good specimen of church architecture. It was built after designs by the late Mr. Wills, and is an exact model of his last work, Christ Church Cathedral at Montreal. The see house of the Lord Bishop of Fredericton is situated almost opposite. The scenery around Fredericton is very pleasing; a fine view may be obtained from the University building of the river and adjacent country. The St. John River is navigable from St. John to this city for large steamers and other vessels, and during high water steamers can proceed to Woodstock, Tobique, and Grand Falls.

Fredericton is becoming a considerable port, about 10,000 tons of shipping having entered and cleared there for foreign ports last year. It is almost certain that its shipping trade with foreign countries must continue to increase, as it is favourably situated for certain classes of vessels; but it needs better wharf accommodation, and some improvements in the bed of the St. John River above Oromocto, where the shoals are troublesome in summer.

Opposite the city is the pretty town of Gibson (formerly called St. Mary's), and the terminus of the Rivière du Loup Railway, now open for a good portion of its length. Lower down is the River Nashwaak, a few miles up which is the extensive lumbering establishment of Alexander Gibson, one of the wealthiest and most enterprising merchants in the Dominion, and the "lumber king" of New Brunswick. Fredericton is the chief terminus of the Fredericton and the New Brunswick railways. The former connects with the European and North American Railway at Fredericton Junction, and the latter is in course of construction to Rivière du Loup.

Population in 1871, 6006; now about 6800.

St. Stephen.—A thriving town in the parish of the same name, county of Charlotte, pleasantly situated on the banks of the River St. Croix. It is a port of entry, and the south-western terminus of the St. Stephen branch of the New Brunswick and Canada Railway. A covered bridge connects St. Stephen with Calais, a beautiful town in the State of Maine, from whence it is supplied with gas. The prospects of the town are highly encouraging. Merchants here have stores also in Calais, where they do an extensive business. Heavy lumbering operations are carried on in both towns. There are five churches in St. Stephen, several schools, and a number of handsome residences.

Population in 1874, 3500.

Chatham.—A beautiful town on the right bank of the Miramichi River, county of Northumberland. It is the largest and one of the most thriving towns on the north shore. Millions of feet of lumber and large quantities of fish, especially salmon, are annually exported from here. Chatham is a port of entry, is lit with gas, has a number of steam mills and foundries, and possesses several handsome buildings, a Roman Catholic cathedral, hospital and college, four churches, etc. Six miles above the town is Newcastle, the shire town of the county, and a proposed station of the Intercolonial Railway. A branch railway is to be built between the two towns. During the season of navigation the steamers of the North Shore line and the Quebec and Gulf Ports Steamship Co. call here weekly.

Population, 3200.

St. Andrew's.—A prettily situated town at the mouth of the St. Croix River. It is the shire town of the county, is a port of entry, has a good harbour, and from the healthfulness of its situation and the beauty of its scenery offers many attractions to the tourist and pleasure-seeker. The prospects of the town were at one time highly encouraging, the harbour being almost always covered with shipping, and a very large trade done; but of late years it has lost considerable by the withdrawal of the Reciprocity treaty and the energy of its rival St. Stephen. The continuation of the New Brunswick and Canada Railway, the first line built in the Province, and the head-offices of which are located here, to Rivière du Loup, would be of great benefit to this town, and make it one of the principal ports in the Maritime Provinces.

Population, 2000.

Woodstock.—An incorporated town in the parish of Woodstock, county of Carleton, pleasantly situated on the banks of the beautiful River St. John, in the centre of a fertile and thriving agricultural district. It is the shire town of the county, and the northern terminus of the Woodstock branch of the New Brunswick and Canada Railway.

The completion of the European and North American Railway has given it daily communication with Fredericton and St. John. Considerable lumbering operations are yearly carried on in Woodstock, and an iron mine discovered a few years ago has been worked most successfully.

Population, 2000.

Newcastle.—A prettily situated town on the left bank of the Miramichi River, thirty miles from the Gulf of St. Lawrence. It is the shire town of the county, and one of the most important places on the north shore. A large amount of ship-building, facilities for which are unsurpassed, is carried on here, and a very extensive trade done in lumber and fish. The Miramichi, which is navigable to this point for vessels of the largest class, and for miles further up for smaller craft, is noted for its rich fisheries. Large quantities of salmon, herring, bass, and mackerel are annually taken from its waters, and exported from here and Chatham. A good business is also done in oysters, and in preserved salmon and lobsters. Newcastle will be one of the principal stations of the Intercolonial Railway, now being constructed through the town. It is a port of entry, and is well lighted with gas. During navigation the North Shore and Gulf Port steamers call here regularly.

Population, 2000.

Sackville.—A rising village in the parish of the same name, county of Westmoreland. It is pleasantly situated at the head of the Bay of Fundy, possesses a good harbour and excellent facilities for ship-building, a number of pretty buildings, eight churches, two hotels, a steam tannery, several mills, and a foundry turning out 3000 stoves per annum. The Mount Allison Wesleyan college and academies are situated here. These are under the control of a board of trustees and governors appointed by the Wesleyan Conference of eastern British America, but are conducted on entirely non-sectarian principles. The male academy was founded by Mr. Charles F. Allison, of Sackville, who has also aided in the subsequently erected institutions by generous gifts and devises. Sackville will be the outlet of the proposed Baie Verte Canal.

Population, 1600.

NOVA SCOTIA.

Nova Scotia (originally Acadia) lies between 43° 25' and 47° N. latitude, and between 59° 40' and 66° 25' W. longitude. It consists of a long, narrow peninsula called Nova Scotia proper, and the Island of Cape Breton, which is separated from the mainland by the Strait of Canso. It is bounded N. by Northumberland Strait (which separates it from Prince Edward Island) and by the Gulf of St. Lawrence; N. E., S., and S. E., by the Atlantic Ocean; W. by the Bay of Fundy; and N. by New Brunswick, with which it is connected by an isthmus only eleven miles wide, separating the Bay of Fundy from Northumberland Strait. Greatest length from S. W. to N. E., 350 miles; greatest breadth, about 120 miles; area, 21,731 square miles; equal to 13,382,003 acres.

The country is beautifully variegated by ranges of lofty hills and broad valleys, both of which run longitudinally through the Province. Its Atlantic frontier, for five to ten miles inland, is composed chiefly of a poor soil, though rich in gold and other minerals. The Cobequid range of mountains, as they are called, run through the interior of the Province. The summits of a few of the conical mounts of this range ascend 1100 feet and are cultivable nearly to their tops. On each side of these mountains are two extensive ranges of rich arable lands, where agricultural operations are carried on extensively and with profit. The traveller through these will see thriving villages, well-stocked farms, and all the evidences of plenty, as well as some charming instances of refined taste and culture.

The streams, too, with which the Province is beautifully watered, abound with brook trout, which is found in every lake and stream, and in some instances salmon too, of excellent quality.

The whole sea-coast abounds with fish of various descriptions, as well within the Bay of Fundy as the Gulf of St. Lawrence and Gut of Canso; the principal fisheries being those for cod, haddock, hake, pollock, mackerel, and herrings, and are extensively prosecuted by the inhabitants as well for home use as for exportation.

The climate of Nova Scotia is both healthful and agreeable, as the robust looks, stalwart frames, and large families of its inhabitants abundantly testify. Its fitness for agriculture may be judged of by its staple products, which are precisely those of the British Isles, with the addition of Indian corn.

No country in the world produces better crops of potatoes, turnips, and mangel wurzel, and large quantities of the former as well as beef and other products are annually exported to the United States.

Apples, pears, plums, cherries, and other garden fruits attain the utmost perfection. In some sections of the country peaches and grapes ripen in the open air. The apple orchards of Annapolis and King's counties are very productive, and extend along the roadsides in an unbroken line for fifty miles.

The climate varies considerably in the different counties. The western counties average from six to eight degrees warmer than the eastern. In Annapolis county, for instance, the mercury in the coldest winters rarely falls below zero. The coldest season is from the last week in December until the first week of March. The springs are tedious, the summer heats being for a brief season excessive; vegetation is singularly rapid, and the autumn is delightful.

Fogs are frequent in summer on the shores of the

Bay of Fundy, but extend a short distance only into the interior, and where the air in summer is much warmer than on the coast.

Fever and ague, those curses of some of the South-western States, are unknown, nor there is no peculiar disease, epidemic or otherwise, that can claim Nova Scotia as its home.

The south-eastern coast of Nova Scotia is remarkable for the number of its capacious harbours, there being no fewer than twelve ports capable of receiving ships of the line, and fourteen of sufficient depth for merchantmen between Halifax and Cape Canso, a distance of not more than 110 miles. There are also some excellent harbours on the south-west coast, and on the north side of the Province. The island of Cape Breton is second only to Nova Scotia proper in the number and capacity of its harbours. The Big Bras d'Or is one grand harbour, while around the coast and in the Strait of Canso there are many fine harbours.

Nova Scotia is beautifully diversified with rivers and lakes, covering an area estimated at 3000 square miles.

The lakes of Cape Breton are much larger and more important. The principal of these, however, are inland seas, rather than lakes. The Great Bras d'Or Lake is a magnificent expanse of water, of great depth, about fifty miles in length, and abounding with the best quality of fish. Of the rivers of Nova Scotia, fifteen flow into Northumberland Strait, four into St George's Bay, seventeen into the Atlantic, and twenty-four into the Bay of Fundy. The most important are the Shubenacadie, the Avon, and the Annapolis, flowing into the Bay of Fundy, the St. Mary's, Musquodoboit, La Have, and Liverpool, flowing into the Atlantic. All the rivers are, with few exceptions, navigable for coasting vessels for distances varying from two to twenty miles.

The Province of Nova Scotia is rich in geological resources, all the rocks from the crystalline granites up to the new sandstone series being here met with. In the isthmus connecting the peninsula with New Brunswick, the underlying rocks consist of grey, red, and buff-coloured sandstones of the coal-measures, containing innumerable seams of good bituminous coal, many of which are of sufficient magnitude to be profitably worked. Lofty cliffs abutting on the sea-coast at the South Joggins, present the most beautiful sectional profiles of the coal-bearing strata, with curious fossils, both of vegetable and animal origin. Coal is elsewhere found more abundantly in Pictou County and on the island of Cape Breton. New and valuable mines have also been recently opened at Spring Hill, and a railway built to connect the mines with the Intercolonial Railway, and with Parrsboro.

The gold yield of Nova Scotia, from the first working of the mines in 1860 to the close of 1872, is estimated at 237,000 oz., valued at £948,000 stg.

The manufactures of Nova Scotia are yet but very limited; although, with her immense advantages of coal and position, she must in time become the leading manufacturing Province of North America.

Coarse flannels, bed-linen, blankets, carpets, and tweeds are manufactured. Tanning is carried on to some extent; and in the towns and villages, boots, shoes, saddlery, harness, household furniture, and agricultural implements are made in large quantities. In the neighbourhood of Halifax, tobacco, printing and wrapping paper, machinery, nails, pails, fuse, gunpowder, carriages, and some other articles are manufactured.

The geographical position of Nova Scotia is highly favourable to commercial pursuits, and as the natural resources become more fully developed there is no doubt her commerce will very largely increase. The imports of the Province for 1873 amounted to $11,578,252, of which $6,158,952 were from England, and $2,950,779 from the United States. The exports during the same period amounted to $7,372,086. The largest portion of the exports were drawn from the fishing and mining interests. If we except Newfoundland, Nova Scotia may be said to possess the finest fisheries in the world. There is no part of its coast of 1000 miles, where a profitable fishery may not be pursued. Its bays and harbours, and inland lakes and rivers, teem with salmon, cod, halibut, haddock, mackerel, herring, shad, lobsters, etc. The value of fish caught in 1873 amounted to $6,57[illegible]; number of men employed in the fisheries, 18,000.

Ship-building is very extensively engaged in in Nova Scotia. On the 1st of January, 1874, there were registered in the ports of Nova Scotia 2804 vessels, of 440,721 tons, being over two-fifths in number and tonnage of the total registry of the Dominion, and placing Nova Scotia at the head of all the Provinces in this respect.

There are 314 miles of railway in operation in the Province. The Intercolonial proceeds from Halifax to Amherst, 142 miles, and thence to St. John, N. B.; and from Truro to Pictou, 52 miles, and Springhill branch, 4 miles. The Windsor and Annapolis proceeds from Windsor Junction to Annapolis, 116 miles. The extension of the latter road to Yarmouth is projected. Another line, from New Glasgow to Louisburg, is building. The Parrsboro road is also being constructed. Louisburg is one of the finest harbours in the island of Cape Breton. It is open all the year round, and admirably adapted as a winter port.

The public affairs of the Province are administered by a Lieutenant-Governor, an Executive Council of nine members, a Legislative Council of twenty-one members, appointed for life, and a Legislative Assembly of thirty-eight members elected every four years. The laws are expounded by a Supreme Court, composed of a chief and four assistant justices, a Court of Error, of Vice-Admiralty, and of Marriage and Divorce. In each county there is a Court of Probate, which has control of the property of deceased persons.

Education is free to the children of all classes in Nova Scotia. There are numerous public schools and academies, besides a normal and model school, several convents, and six colleges—namely, Dalhousie College and University, St. Mary's College (R. C.), and the Presbyterian College, Halifax; Acadia College (Baptist), Wolfville; St. Francis College (R. C.) Antigonish; and King's College and University, Windsor. The latter, belonging to the Church of England, was founded in 1787.

There are two Roman Catholic dioceses in the Province—the Archdiocese of Halifax, and the Diocese of Arichat; and one Church of England—Nova Scotia and Prince Edward Island.

Nova Scotia contains all the elements of wealth and future greatness, and is the nearest Province of the Dominion to the mother-land; in other respects she also comes nearer than any of the other Provinces—in soil, in climate, and mineral productions; in her situation, nearly surrounded by water; in her laws and institutions; and in the character, energy, and impulses of the people. She is also one of the oldest of the colonies; her population is dense. As such she offers excellent opportunities to immigrants of a class that have a limited capital to employ in agriculture, and who would prefer farming lands of their own in preference to those of other people, and paying as much in rent in a single year as would buy the fee simple of an estate there. For this class of people Nova Scotia offers better opportunities than any of the western countries.

The chief cities and towns are Halifax, Yarmouth, Sydney, C. B.; Pictou, Windsor, New Glasgow, and Truro.

HALIFAX.

Halifax, the chief city and capital of Nova Scotia, is situated near the head of Chebucto Bay. It has a noble harbour and extensive fortifications. The harbour of Halifax has been pronounced by the highest authorities as "one of the best in the world." It is easy of access for ships of every class, is capacious enough to afford anchorage for the navies of all Europe, and is so situated as to afford protection from every wind. It runs over fifteen miles inland, and after passing the city, and narrowing considerably about three-quarters of a mile above the city, suddenly expands into Bedford Basin, a beautiful sheet of water covering an area of nine square miles, completely shut in from the sea and affording good anchorage throughout, with from four to thirty fathoms of water.

The city and harbour of Halifax are protected by eleven different fortifications, armed with powerful batteries of three and six hundred pounder Armstrong rifled guns, and in every way the port is considered one of the safest and best on the globe.

Halifax is the chief naval station of British North America, and the only station now occupied by troops. There are two regiments of the line, besides artillery and engineers, stationed in the city. They have large, handsome and comfortable barracks at the north end overlooking the harbour.

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Commander H. M. Forces.—His Excellency Lieut.-Gen. W. O'Grady Haly, C.B., Colonel of 106th Bombay Fusiliers.

Asst. Mil. Sec.—Col. R. G. A. Luard, h. p., late 62nd F.

Aides-de-Camp.—Capt. R. H. O'G. Haly, 84th F., Capt. R. J. Ward, 60th F.

Asst. Adj. and Quar. Mas. Gen.—Lieut.-Col. W. H. Ker, h. p., late Depot Bn.

Brigade Major.—Major A. S. Quill, h. p., late Royal Canadian Rifles.

Town Major.—Capt. R. Nagle, h. p., late Royal Canadian Rifles.

Commanding Royal Artillery.—Col. J. E. Ege.

Commanding Royal Engineers.—Col. H. M. Montagu, C.B.

Dep. Controller.—S. W. H.

Garrison Instructor.—Capt. E. N. Peters, Royal Engineers.

Inspecting Field Officer of Militia and Volunteers.—Col. J. W. Laurie, h. p., Col. N. S. M.

Chaplains.—Rev. E. B. B. Kitson, M.A., Rev. A. J. Townend, B.A., and Rev. T. Moore, R. C.

At the north end of the city is a large dockyard for the accommodation of Her Majesty's ships of war. It covers fourteen acres, and is one of the finest dockyards in the British colonies.

There are twenty-four churches (including a Church of England cathedral and a Roman Catholic cathedral), a large number of school-houses, some of which are elegantly built structures, six banks, two branch banks, and a savings bank, two or three public halls, two large and handsome provincial buildings for public offices, three club-houses, three colleges, two barracks, three hospitals (one city, one military, and one naval), one poor's asylum, one asylum for the blind, about twenty hotels, a large number of stores (some of them fine specimens of architecture), and manufactories of iron castings, machinery of every description, agricultural implements, nails, pails, fuse, gunpowder, cordage, boots and shoes, soap and candles, leather, tobacco, paper, cotton and woollen goods, wooden ware, etc.; also a sugar refinery, distilleries of rum, gin, and whisky, and breweries of porter and ale.

The city has extensive steam communication with various parts of the Dominion of Canada, Prince Edward Island, Newfoundland, the United States, the West Indies, and Great Britain. Railway lines connect it on the east with Pictou and on the west with Annapolis, and with St. John, N. B., the United States, and the Provinces of Quebec and Ontario. Halifax is the south-eastern terminus of the Intercolonial Railway. There are owned here over 100 square-rigged vessels, also many schooners, and a host of small craft, making a total in 1874 of 948 vessels, of 113,156 tons.

It is the nearest city of the Dominion to the coast of Great Britain, and, on the completion of the Intercolonial Railway, must be the winter port of the Dominion for passenger and mail traffic as well as for exports.

The imports in 1873 were $9,283,821, and the exports $4,114,513, and, although we cannot yet get the figures for 1874, enough is known to show an increase of over 18 per cent. in the duties paid, which would show a prosperous increase in the year's trade.

The population in 1871 was 29,582, and now is, with the suburbs, probably 35,000.

Windsor.—A large and flourishing town situated on the river Avon, at the head of Minas basin. Ship-building is extensively carried on. Immense quantities of gypsum or plaster of Paris, existing in beds and in veins, are quarried in the vicinity. It is chiefly used in the United States for agricultural purposes. Windsor possesses one of the best educational institutions in the Province, King's College, founded in 1787, and chartered by His Majesty

George III., in 1802. It is the western terminus of the Nova Scotia Railway, and the north-eastern terminus of the Windsor and Annapolis Railway. Trains run daily in connection with the steamers from Annapolis to St. John, New Brunswick.

Population, 3,000.

YARMOUTH.—A wealthy and flourishing town on the Atlantic and south-western coast. It is the second town in importance in Nova Scotia, not exactly in population, but in the wealth and enterprise of its inhabitants. A large ship-building and fishing trade is carried on, and it is the second port in the whole Dominion in its registered tonnage, ranking between St. John and Halifax, with 422 vessels, of 124,741 tons, showing an *average* tonnage per vessel more than twice as great as Halifax, owing to the greater number of ships and large sea-going vessels.

It is increasing in ship-building importance yearly, and its general commercial importance will be largely increased on the completion of the railway to Annapolis, giving it direct land communication with Halifax, St. John, Montreal, and the United States. The town possesses several handsome buildings, churches, educational institutions, three banks, etc.

Population, 4,000.

PICTOU.—A wealthy and flourishing town, the third in importance in the Province, on the north side of Pictou harbour. It stands upon a steep hill-side, making a good appearance from the water, and is surrounded by fine scenery. The principal trade is in coal, the produce of the Albion mines being conveyed and largely exported from here. The harbour is safe and commodious. Ship-building is carried on. There are several steam saw and grist mills, two steam carding mills, two tobacco factories, an iron foundry, and several tanneries. Logan's tannery, distant three miles, is one of the largest in the Dominion. Splendid freestone quarries are worked near the town. Pictou has many fine public buildings, churches, schools, court-houses, a county academy, masonic and other halls. Prince Edward Island Steam Navigation Co.'s mail steamers ply between here and Charlottetown. Gulf steamers run weekly from Pictou to Quebec, calling at intermediate ports. The Georgia steamship runs direct hence to Montreal fortnightly. A steam ferry plies constantly between Pictou and Fisher's Grant, the terminus of the Nova Scotia Railway.

Population, 3500.

SYDNEY, C. B.—A flourishing and important town, pleasantly situated on the south-west arm of the harbour. This was the seat of government when Cape Breton was a separate colony. The principal trade is in coal. The important mines at Cow Bay, Bridgeport, Lingan, Glace Bay, and Port Caledonia are within a few hours' drive by stage. A railway, twelve miles long, to the International Co.'s mines at Bridgeport has just been completed at a cost of $800,000. The terminus is on the eastern side of the harbour, within two and three-quarter miles by land from the town. It is proposed by an English company to construct another line to connect with the other mining localities on the coast. Cattle and butter are largely exported to Halifax, Newfoundland, Miquelon, and St. Pierre. There are six churches here of different denominations, besides several fine buildings. The court-house is considered one of the best in the Province.

Population, 3200.

TRURO.—A wealthy and flourishing town, two miles above the head of Cobequid Bay, on a handsome and picturesque site. Its first inhabitants were Acadians; after them it was settled by Irish and Scotch. The country contains rich iron mines. A large market is held here regularly. The chief pursuit of the inhabitants is farming. Fishing and ship-building are also carried on. The provincial normal school is located here. An extensive boot and shoe factory employs a large number of men. The Intercolonial Railway forms a junction here with the Nova Scotia Railway.

Population, 3000.

NEW GLASGOW.—A flourishing and picturesque town on the East River, township of Egerton, county of Pictou. It contains two foundries, several tanneries, a pottery, and steam bakery. The Albion, Acadia, International, and Nova Scotia coal mines are in the immediate vicinity. Ship-building is carried on. Several of the largest ships hailing from Nova Scotia were constructed here. It is a station of the Nova Scotia Railway.

Population, 3000.

PRINCE EDWARD ISLAND.

PRINCE EDWARD ISLAND is situated in the Gulf of St. Lawrence, between 46° and 47° 7' N. latitude, and 62° and 64° 27' W. longitude. It is washed by the Gulf on the north, and separated by Northumberland Strait from New Brunswick on the east, and Nova Scotia on the south. Greatest length, 130 miles; breadth, thirty-four miles—in its narrowest part, near the centre, it is only four miles wide. Area, 2134 miles, or 1,365,760 acres. The coast-line presents a remarkable succession of large bays and projecting headlands. The largest bays are those of Richmond on the north-west, Egmont on the south-west, Hillsborough on the south, and Cardigan on the east. These bays, by penetrating into the land from opposite directions, form narrow isthmuses which make a natural division of the island into three distinct peninsulas. This natural division has been adopted as the basis of a nearly corresponding civil division into Prince's County in the west, Queen's County in the centre, and King's County in the east.

The surface of Prince Edward Island undulates gently, nowhere rising so high as to become mountainous, or sinking so low as to form a monotonous flat. At one time the whole island was covered with a dense forest of beech, birch, maple, poplar, spruce, fir, hemlock, larch, and cedar; and though destructive fires, lumbering, and cultivation have made large gaps in it, a considerable part of the original forest still remains. The whole island is eminently agricultural and pastoral. The soil consists generally of a light reddish loam, sometimes approaching to a strong clay, but more frequently of a light and sandy texture. The prevailing rock is a reddish sandstone, but a large part of the surface is alluvial and entirely free from stone. No minerals of the least consequence have yet been discovered, and even limestone and gypsum appear to be wanting. The climate is much milder than that of the adjoining continent, and the air, generally free from the fogs which spread along the shores of Nova Scotia, is remarkably salubrious.

The scenery is charming, small game, wild fowl, and fish abundant, and the island should become popular as a Canadian summer resort.

The principal crops are wheat, barley, and oats, all of these abundant and of excellent quality; peas and beans are equally good, and potatoes and turnips are nowhere surpassed. The land not cultivable consists of soft, spongy turf, or a deep layer of wet, black mould, which may prove valuable for fuel. The fisheries are very valuable, especially on the north coast, which is much frequented by mackerel and cod. The manufactures are chiefly for domestic use. Ship-building is prosecuted with considerable enterprise, and is yearly increasing in magnitude and importance.

On the 31st December, 1873, there were registered in the island 280 vessels, of 38,918 tons; and during 1874, the number and tonnage for the year registered as follows:

New vessels	88,	of	24,614 tons.
Transferred from other ports	21,	of	1,105 "
Registered anew	8,	of	448 "
Total vessels	117		26,187 tons

There were transferred to other ports and sold abroad, 70 vessels, of 15,272 tons.

Most of the last-mentioned vessels were sold in England and Newfoundland, and might very properly be included in the exports of Prince Edward Island, at from £8 to £10 sterling a ton.

The imports and exports for 1874 (taken from an estimate in advance of official publication) are:

Imports	$2,614,798
Exports	2,140,682

The value of the fisheries for 1873 was $207,595.

The following table shows the counties, with the capital of each:

Counties.	Capital.
Queens	Charlottetown.
Kings	Georgetown.
Prince	Summerside.

These counties are divided into sixty-seven townships and three royalties. The inhabitants consist of descendants of Scottish, Irish, Acadian, French, English, and other settlers.

The free school system was introduced in 1853. There are about 400 district schools, 17 grammar schools, various private schools, a normal and model school, and three colleges—Prince of Wales (Protestant), St. Dunstan's (Roman Catholic), and the Wesleyan college. It is the law of the island that the Bible be read in the public schools.

The Lord Bishop of Nova Scotia exercises episcopal authority over the island. The Roman Catholics have one diocese, Charlottetown.

Prince Edward Island has telegraphic communication with the continent of America and Europe by means of a submarine cable, eleven miles in length, connecting the island with New Brunswick.

In 1872 the building of a railway to connect Charlottetown with the principal places on the island was commenced. This railway was opened in 1874, and is 201 miles in length, viz.: Trunk line, from Cascumpeque to Georgetown, 143 miles; western extension, from Cascumpeque to Tignish, 18 miles; eastern branch, from Mount Stewart to Souris, 40 miles.

The Prince Edward Island Railway will traverse nearly the whole length of the island from Tignish on the north to Georgetown and Souris on the east, connecting also with Summerside (Bedeque Harbour) and Charlottetown on the south. Summerside is about three and a half hours' run by steamer from Point du Chene, the northern terminus of the New Brunswick railways. Charlottetown is about sixty miles or five hours' run by steamer from Pictou, the northern terminus of the Nova Scotia railways. Tignish and Cascumpeque are depots of the Gulf fisheries. Georgetown and Souris harbours are open in the fall generally for two or three weeks after the other ports are closed by ice. The construction of this railway will enable shippers in all parts of the island to take advantage of this important addition to the open season.

During the season of navigation there is tri-weekly communication with Pictou, N. S., and Shediac, N. B., in addition to which there are steamers connecting with Quebec and the Gulf ports to the north, and Halifax and Boston to the south. The Baie Verte Canal, now projected, will greatly facilitate communication with the Bay of Fundy and the New England ports. Navigation generally closes about the middle of December, and is resumed about the end of April or beginning of May. During this time mails and passengers are conveyed across the Strait in ice-boats, which ply between Cape Traverse in Prince Edward Island and Cape Tormentine in New Brunswick. The passage is not at all times safe, and it is believed that powerful steamers might keep the navigation open nearly all, if not all, the year round—an undertaking which the Dominion Government have, by the terms of union, bound themselves to inaugurate the coming season.

The public affairs of Prince Edward Island are administered by a Lieutenant-Governor, an Executive Council of nine members, a Legislative Council of thirteen members, and a Legislative Assembly of thirty representatives. Justice is administered according to the laws of England.

The total population of the island in 1871 was 94,021, an increase of 13,160 since 1861, and of 89,921 since it first became a British possession (1758). In 1874 it is estimated at upwards of 100,000.

CHARLOTTETOWN, the capital of Prince Edward Island, is prettily situated on gently rising ground, looking toward the south, parish of Charlotte, county of Queen's. It is on the north side of the East River, near its junction with the North and West rivers. The town is lighted by gas, and is well laid out; the streets cross each other at right angles, and several of them are 100

feet wide. The harbour is safe and commodious. The Colonial building is the most handsome edifice in the place. It is built of Nova Scotia freestone, and cost over $85,000. The other principal buildings are the new post-office, court-house, market, athenæum, public hall, exchange, drill-shed; Prince of Wales, St. Dunstan's, and Methodist colleges; normal school, convent, lunatic asylum, gaol, government house

There are also four banks, a savings bank, a woollen factory, iron foundry, ship-building yards, etc.

The merchants are enterprising and wealthy, and a very large export trade is done here with Great Britain and the United States.

An immense impetus would be given to the trade of Charlottetown by the renewal of the Reciprocity treaty with the United States.

Population, about 10,000

SUMMERSIDE, the second town of importance on the island, is situated on Bedeque Bay, and on the Prince Edward Island Railway, forty miles north-west of Charlottetown, forty-five miles north-east of Shediac. It has an excellent harbour with good anchorage for the largest vessels, and contains churches of seven denominations, three banks, a public hall, market, convent, schools, and several mills and factories

Ship-building is carried on to a large extent, and eggs, potatoes, oysters, sheep, horses, and oats are extensively exported. Summerside has daily communication, in summer, by steamer with Nova Scotia and New Brunswick. In Bedeque Bay, opposite the town, is a beautiful island of about 200 acres, on which has been erected a fine hotel capable of accommodating 600 guests, and which is a favourite summer resort. A steam ferry runs between the island and the town. The Prince Edward Island Railway has a first-class station, engine-house, and car-sheds in the town

Population, 3000.

Georgetown and Alberton are also rapidly rising towns

MANITOBA.

THE whole of the vast territory hitherto held by the Hudson Bay Company, under Royal Charter issued in the twenty-second year of the reign of Charles II., and transferred to the Imperial Government on the 1st day of December, 1869 (the company receiving an indemnity from the Canadian Government of £300,000 sterling), was by order of H. M. the Queen in Council, dated 23rd day of June, 1870, admitted into the union or Dominion of Canada

The portion of the territory hitherto known as the Selkirk or Red River Settlement has been erected into a Province, to be called the Province of Manitoba

It is bounded on the south by the United States, and on the north-east and west by the North-west Territories of the Dominion. It extends from 49° to 50° 30' north latitude, and from 96° to 99° west longitude, and comprises an area of 14,340 square miles, or 9,177,600 acres

The name *Manitoba*, taken from a large lake, a part of which lies in the Province, is a contraction, made by the old French Canadian *voyageurs*, of the Cree word *Manito-wapaw*. *Manito* signifies *supernatural, divine spirit*; and *wapaw* means a *strait*. As the waters of a strait in that lake are agitated in an unusual way, the Indians believed that there was therein something supernatural, a spirit that moved them, and so they called the lake *Manitowapaw*

The agricultural capabilities of its soil cannot be exceeded for many things. The most part of the Province is prairie land, diversified by groups of elm, ash, oak, poplar, basswood, and ash-leaf maple. It is rich, black mould, resting partly on a limestone formation and partly on a thick coat of hard clay Manure, not indispensable at first, is as useful here as elsewhere It has not been used much so far, on account of the large amount of land possessed by each of the inhabitants, which circumstance enables them not to sow the same grain several years running. Wheat ripens in 110 days, and gives an average return of twenty-five to thirty bushels to the acre. All kinds of garden vegetables, as well as oats, barley, Indian corn, hops, flax, hemp, potatoes, and other root-crops are easily raised The grassy savannas of Red River afford unlimited pasturage ranges, as long as unploughed. The authority of the scientific gentlemen connected with the Pacific Railway surveys exists for the statement that a large part of this Province is excelled by no part of America as a cereal-producing country, and for the generally exceeding beauty of the newly-surveyed districts

Though the winter is cold, it is mitigated by a clear, dry atmosphere. A population more healthy than the Manitobans cannot be met anywhere

The principal rivers are the Assiniboine, 480 miles long, and Red River, 665 miles long, 525 of which are in the United States. The largest lakes (only a part of which, however, are in Manitoba) are Winnipeg, 280 miles long and five to fifty-seven miles wide, and Manitoba, 110 miles long and twenty-five wide

Winnipeg is the capital of the Province. Fort Garry (the mercantile establishment of the Hon. Hudson's Bay Company) is the temporary residence of the Governor, while the government departments are in Winnipeg, a small but rapidly growing town which includes Fort Garry in its limits. There are two bishops in the Province: the Archbishop of St Boniface (Roman Catholic), residing at St Boniface, east side of the Red River, facing Winnipeg and Fort Garry; and the Lord Bishop of Rupert's Land (Church of England), residing at St John, below Winnipeg, west side of the Red River

The public affairs are administered by a Lieutenant-Governor, an Executive Council of five members, a Legislative Council of seven members, appointed for life, and a Legislative Assembly of twenty-four members, elected every four years. Justice is dispensed by a chief-justice and two puisné judges

Of religious denominations in Manitoba, the Roman Catholics are the most numerous. They have a cathedral and ten churches. The Episcopalians have a cathedral, fourteen churches, and about fourteen clergy. The Presbyterians have four churches and four preaching stations The Wesleyan Methodists are as yet numerically small, but making steady progress. The Mennonites from Russia, who are so largely emigrating to this Province, bid fair to become one of the largest of the religious bodies

The Province is well provided with educational institutions. It has three colleges—St John's (Church of England), St Boniface (Roman Catholic), and Kildonan (Presbyterian); a convent, three Protestant ladies' schools, and forty common schools, twenty amongst the Protestants and twenty amongst the Roman Catholics The Sisters of Charity from Montreal have a large convent at St. Boniface, an academy for young ladies, an orphanage, and four missions in the Province

In 1870, owing to dissatisfaction on the part of the settlers at their transfer from the Hudson's Bay Company to the Dominion without, as they claimed, being consulted properly, the feeling broke into open resistance to the entrance of the first Dominion authorities The rebellion, however, was of short duration, and being of a political nature need not be further referred to in this article

The white population of Manitoba, on its admission in 1870, was 11,953. It is scattered along the water-courses of that interesting Province. There are, besides, tribes of Indians residing in and others at times visiting that Province in their nomadic perambulations over the vast western prairies. The occupations of the white population are at present restricted to the cultivation of the soil and the carrying on of the fur trade

In the last two years the population has largely increased by immigration The Mennonites of Russia, who have been leaving that country owing to the new military conscription laws, have emigrated largely to Manitoba, and including those now *en route*, will probably swell the immigration of 1874 to this Province into 8000 or 9000 people. At the present time, the population must be at least 22,000

The land grants are fully referred to in the previous article on Dominion lands

The Canadian Pacific Railway, to be built through the Province, will largely increase its growth and importance, and shorten by several hundred miles the present route of travel A branch road is also building from Winnipeg to Pembina, giving connection with the railways of the United States. At present the routes of travel are *via* St. Paul and Pembina, or by the Dawson route, some 1500 miles to Montreal, whereas by rail it will be about 1200

From the western extremity of Lake Superior less than 400 miles need to be covered by rail to Lake Winnipeg, to connect Manitoba with Upper Canada and the great routes of travel

WINNIPEG, or Fort Garry, the seat of government of the Province of Manitoba, situated at the junction of the Assiniboine and Red rivers, 40 miles south of Lake Winnipeg, 65 miles from Pembina, U. S., 1288 miles from Montreal *via* proposed Canada Pacific Railway, or 1025 miles *via* Chicago and St. Paul. The city contains about 40 stores, several saw-mills, 5 printing offices, a telegraph office, a theatre, a Church of England cathedral, Presbyterian and Wesleyan churches, two colleges, several schools, a bank and branch bank, government house, legislative buildings, many good dwellings, and a strong and regular fortification. Winnipeg is the seat of the See of the Metropolitan of the North-west. Opposite the town is St. Boniface, the seat of the See of Archbishop Taché.

Population, about 5000.

NORTH-WEST TERRITORIES.

THIS large possession of the Dominion of Canada includes all that portion of British North America outside the Provinces of Ontario, Quebec, Nova Scotia, New Brunswick, Manitoba, British Columbia, and Prince Edward Island, and the island of Newfoundland. It is bounded on the north by the Arctic Ocean, on the east by the Atlantic, on the west by the Pacific, and on the south by parts of the Dominion of Canada and the United States. Area estimated at 2,750,000 square miles.

This immense district was, until 1870, known as the Hudson's Bay Territory, so named after Henry Hudson, who discovered the bay in 1610, and perished on its shores. It was governed by the Hudson's Bay Company, by whom it was divided into four large departments or regions, subdivided into thirty-three districts, including 155 posts The government was administered by a Chief Governor and Council, and the various departments by Chief Factors and Chief Traders The Northern department, which included all the establishments in the far north and frozen region, comprised the valley of the Mackenzie River, and the country between that sterile region and the Rocky Mountains, north of Lake Athabasca The Southern department extended on both sides of James's Bay, and along the south shores of Hudson's Bay, as far north as Cape Chur hill, and inland to the ridge which forms the northern boundary of Quebec and Ontario, and to the Lakes Winnipeg, Deer, and Wollaston The Montreal department included the country in the neighbourhood of Montreal, up the Ottawa River, and along the north shore of the St. Lawrence to Esquimaux Bay; and the Columbia department comprehended all that immense extent of country to the west of the Rocky Mountains, now the Province of British Columbia.

In 1870 the North-west Territories came into the possession of the Dominion of Canada. Out of the Southern department the Province of Manitoba was created

The territories now outside Manitoba and British Columbia are governed by the Lieutenant-Governor of Manitoba, who is styled "Lieutenant-Governor of Manitoba and North-west Territories," and by a Council of eleven members. Fort Garry is the seat of government

The North-west Territories are watered by numerous lakes and rivers. The principal rivers are the Churchill, Nelson, Severn, Albany, Abbitibbi, East Main, and Great Whale rivers, flowing into Hudson's Bay; the Mackenzie, Coppermine, and Great Fish rivers, flowing into the

Arctic Ocean; the Saskatchewan, Assiniboine, and Red rivers, falling into Lake Winnipeg; and the Caniapuscaw (or Koksoak) and Natwakame rivers, falling into Hudson's Straits. The Mackenzie is one of the greatest rivers in the world. It is 2500 miles long, and flows through a fertile and finely wooded country skirted by metalliferous hills, and with coal-measures cropping out near the surface throughout three-fourths of the area drained by it. According to the best computation, it drains an area of 443,000 square miles. The Coppermine River is very rich in copper ore and galena. The Saskatchewan, 1300 miles long, and its tributaries, drain an area of 363,000 square miles. The principal lakes are the Great Bear, Great Slave, Athabasca, Winnipeg, Manitoba, Lake of the Woods, Winnipegoos, Clear Water, Nelson, Deer, Wollaston, North Lined, Mistassini, and Abbitibbi. Great Bear Lake is 250 miles long and about as wide. Great Slave Lake is 300 miles long and fifty wide. Lake Athabasca is 200 miles long and twenty to forty wide. Lake Winnipeg is 280 miles long and five to fifty-seven miles wide. Lake of the Woods seventy-five miles long by sixty miles wide, and Lake Mistassini about the size of Lake Ontario.

The numerous and recent surveys for the Pacific Railway have confirmed all that has ever been written of the vast extent of the agricultural capabilities of the North-west Territories, or at least 600,000 to 700,000 square miles of them. The fertile belt of the Saskatchewan alone contains an area of 64,400 square miles, in one continuous strip 800 miles long, and, on an average, eighty miles broad. But the best and largest wheat area is beyond the Saskatchewan, namely, the valleys of the Athabasca and Peace rivers to the very western (the Pacific) slope of the Rocky Mountains, along the Peace River Pass to latitude 60° N. Near the foot of the Rocky Mountains there is an area of 300,000,000 acres beyond the supposed limit of the fertile belt of the North-west. The Saskatchewan is partially wooded, and abounds with the most beautiful herbage, and generally possesses a deep and rich soil of vegetable mould. This extraordinary belt, more than one-third of which is at once available for the purposes of the agriculturist, is capable of sustaining a population of 90,000,000. This region in winter is not more severe than in Ontario; and in the western districts, which are removed from the influence of the great lakes, the spring commences about a month earlier than on the shores of Lake Superior, which is 5° of latitude farther to the south.

Snow is never excessive in depth; while in the richest tracts the natural pasturage is so abundant that horses and cattle may be left to obtain their food during the winter.

Travellers describe this region as magnificent, with the surface of the ground covered with flowers, such as roses, hyacinths, tiger-lilies, and bluebells, half hidden in the luxuriant grass.

The rivers and lakes west of Lake Superior are bordered by rich prairies and splendid woods. A splendid stream (Rainy River, 100 miles long) empties Lac la Pluie into the Lake of the Woods, and must one day be the highway of a great settlement, with towns on its borders and steamboats on its bosom.

On Peace River groves of poplars and pines vary the scene, and their intervales are enlivened with vast herds of elk and buffaloes.

About 150 miles east of the Rocky Mountains the great coal-bed commences. So far as has been ascertained it is over 300 miles in width, and extends continuously over 16° of latitude, to the Arctic Ocean. The lignite (or tertiary coal) formation is still more extensively developed. At the junction of the Mackenzie and Bear Lake rivers, the formation is best exposed; it there consists of a series of beds, the thickest of which exceed three yards, separated by layers of gravel and sand, alternating with a fine-grained, friable sandstone, and sometimes with thick beds of clay, the interposing layer being often dark from the dissemination of bituminous matter. The coal, when recently extracted from the bed, is massive, and most generally shows the woody structure distinctly. Beds of coal also crop up to the surface on various parts of the Arctic coast.

The Hudson's Bay Company was chartered by King Charles II., in 1670. Since that period they have used this country as hunting grounds from which to obtain supplies of furs for all markets in the world; there are probably upwards of twenty different kinds, the most valuable of which is that of the black fox. The other articles of commerce are oils, dried and salt fish, feathers, quills, and walrus ivory. About 18,000 seals are annually taken on the Labrador Peninsula.

The Canada Pacific Railroad will run through the great Saskatchewan country, crossing the Rocky Mountains through (probably) the Yellow Head Pass, and opening up one of the richest countries on the globe.

This railway will be the great highway between Oriental countries and Western Europe. It will be 633 miles shorter than the American Pacific Railroad, the distance from New Westminster to Montreal being 2730 miles, as against 3363 miles from San Francisco to New York. On its construction depends the rapid growth and prosperity of this rich inheritance of the Dominion, destined to become, before many years, the happy home of millions of people.

The present population of the North-west is estimated at about 29,000.

BRITISH COLUMBIA.

British Columbia is bounded on the north by the sixtieth parallel of latitude; east by the main chain of the Rocky Mountains; south by the United States; and west by Alaska, the Pacific Ocean, and Queen Charlotte's Sound. Length, 764¾ miles; breadth, about 400 miles; area, including Vancouver and other islands, 330,000 square miles.

Vancouver Island extends from lat. 48° 19' to 50° 53' N., a distance of 278 miles, along the southern portion of the mainland, from which it is separated by the Gulf of Georgia, 90 miles in width. The north entrance to the gulf is Johnston's Strait, and the south entrance is the Strait of San Juan de Fuca, which separates the south shore of the island from the territory of the United States. Queen Charlotte Islands, lying between lat. 52° and 54° N., and lon. 131° 25' and 134° W., are separated from the north portion of the coast by Queen Charlotte Sound.

The seaboard of British Columbia extends from the Straits of San Juan de Fuca to Alaska. These points are distant, on an air-line, some five hundred and fifty miles, but the coast is deeply indented by great arms of the sea at many intermediate places, so that the actual coast-line is very irregular, and will probably measure several thousand miles.

The northern part of the colony is diversified with mountain, lake, and river; is of extraordinary fertility, producing all Canadian cereals and vegetables, and fruits in larger measure than any part of even Ontario, and with a mining region at the head-waters of the Peace, Skeena, and Fraser rivers, which, though very imperfectly explored (owing to their inaccessibility to general travel), gives indications of being very rich in gold and silver. The southern and middle part includes the rich gold valley of Fraser River, and is well adapted for pasturage, and also, with irrigation, for agriculture; some parts, however, such as the Chilcotin plains, and the great and beautiful valley of the Okanagon, require no artificial irrigation, nor does any part of the seaboard. Throughout the whole extent of the Province there is an abundance of forest land, the timber on which is of the most valuable description; one kind especially, the Douglas pine, yields spars from ninety to one hundred feet in length, and from twenty to twenty-four inches in diameter. The tree is very often from 150 to 300 feet in length, without knots or branches, and the diameter varies from six to ten feet, and in quality is about twice as strong as Canadian red pine, and being more gummy, is more durable and takes a better hold. At Burrard Inlet, nine miles from New Westminster, there are pine trees twenty-seven to thirty feet in diameter. The yearly exports of timber amount to about $500,000, but the vast forests have hardly been touched.

The mineral resources of British Columbia are very great. Gold is found all along the Fraser and Thompson rivers, and in great abundance in the Cariboo district, the yield in that one locality exceeding, in 1870, one million dollars, while the yield of the entire Province for the past ten years has exceeded twenty-two million dollars. Silver and copper are also to be had in abundance, but the mines have not as yet been very largely worked. The true wealth of the Province, however, is its coal-fields, which are inexhaustible, easy of access, and easily worked. Bituminous coal is found on the mainland and on Vancouver Island, and anthracite coal on Queen Charlotte Island. The latter has been sold in San Francisco for $20 per ton. The present annual exportations of coal exceed $200,000.

The fisheries, which will some day prove a source of national wealth, are amongst the most valuable known.

The climate of British Columbia is mild and favourable enough to allow animals to live in the open air throughout the winter, and in many parts the plains and hills are covered with a herb called bunch-grass, which possesses highly nutritious qualities, and keeps cattle in excellent condition during the whole winter. On the coast the winter is more humid than cold. The lakes are never wholly frozen, and travel is never impeded by the snow, except in the mountain passes. From the middle of October till March there is much rain, with high winds. Winds from the south and south-east bring rain, and from the north and north-west fair weather. The central and eastern districts have, from their elevation, a severer climate.

The area of the land fit for agricultural settlement is estimated at 200,000 square miles, diversified by hill and dale, and watered by numerous streams and lakes. The soil varies from a deep-black vegetable loam to a light brown loamy earth, the hills supplying slate and building-stone. Wheat, barley, potatoes, turnips, apples, pears, etc., grow luxuriantly. There is abundant grass for cattle, and sheep-raising has been introduced with success.

The country is rich in fur-bearing animals, bears, lynx, marten, and beaver. The annual product of the fur trade exceeds $250,000. Ship-building also promises to assume large proportions.

The chief river is the great Fraser River, which pursues a rapid course between steep and rocky banks, until, approaching the sea, it presents a fertile and finely wooded valley of from fifty to sixty miles in length. The total length of the Fraser River is about 700 miles. The Thompson River surpasses the Fraser in the richness of its scenery, and flows through one of the most beautiful countries in the world. The Columbia, another noble stream, enters the United States at Fort Shepard, after a course of nearly 800 miles in British territory. Its total length is about 1200 miles. Means of communication are very good.

Steamers ascend the Fraser River over 100 miles, to the head of navigation, and for over 450 miles beyond this there is an excellent gravelled road, constructed by the government.

British Columbia consists of two perfectly distinct parts, the mainland above described and Vancouver Island. This island is the largest in the Pacific, being 278 miles long and forty to fifty wide. It is separated from the mainland by the Straits of Fuca, which are about sixteen miles in width, and by the Gulf of Georgia, which varies from thirty miles in width to a narrowness that is bridgeable, viz., at Valde's Island.

The island is noted for its coal mines. Gold has also been found. The harbours are numerous and excellent, and Esquimault Harbour, which is the naval station, is referred to as not unlikely to be a terminus of the Canada Pacific Railway.

Burrard Inlet is the largest and finest harbour on the mainland, and is also spoken of as the probable terminus of the Pacific Railway.

The public affairs of British Columbia are administered by a Lieutenant-Governor, an Executive Council of five members, and a Legislative Assembly composed of twenty-five representatives elected every four years. Justice is dispensed by a chief-justice and two assistants. Education is free to all; the schools are non-sectarian.

Steam communication is fortnightly for mail service *via* San Francisco. Telegraph lines extend from Swinomish, in Washington Territory (United States), to Barkerville, at the extremity of the Cariboo road. There is, besides, a branch line from Matsqui to Burrard Inlet

via New Westminster, in addition to a right of way over the line belonging to the Western Union Telegraph Company, from Swinomish to Victoria, which comprises five submarine cables. This line of telegraph, which by the act completing the union of Columbia with Canada became the property of the Dominion, is 642 miles long, and is being extended across the entire continent.

The imports for 1873 were $2,076,476, and the exports $1,992,347.

British Columbia occupies a commanding position, not only with regard to the trade of the western part of America and the Pacific islands, but also with respect to China, Japan, and other Asiatic countries, and the Australian colonies. Along the whole coast-line a perfect labyrinth of islands exists, giving innumerable harbours, inlets, and channels, teeming, as well as the rivers that empty into them, with salmon, sturgeon, mackerel, cod, herring, halibut, oulachans, and whales. Except the whale fishery, these vast fisheries are almost undeveloped, although recently a commencement has been made in catching and curing salmon, and the exports of fish for the past year reach to over $50,000.

The construction of the Canada Pacific Railway cannot fail to develop the untold resources of this Province, and add greatly to the wealth and general prosperity of the Dominion.

Though British Columbia possesses considerable tracts of fine agricultural and pastoral land, amply sufficient to produce all the food her own population is ever likely to require, yet it is not probable that she will ever hold a prominent position as an exporting agricultural country. Her chief resources are her forests, her fisheries, and her mines, and these are capable of almost unlimited development. Her gold-fields, her silver-veins, and her coal-mines are yet in their infancy; her timber trade is in a similar condition, and her fisheries, which may fairly be expected to rival those of the Atlantic Provinces, have scarcely yet extended beyond the supply of local requirements.

There cannot be a doubt in the mind of any one who has visited the country, that a bright and prosperous future is in store for the Alpine Province of the great Dominion, only to be realized, however, when the iron road shall have brought her into closer communion with her elder sisters in the East.

The distance from Montreal to Victoria is over 3000 miles, which can now be accomplished in eleven or twelve days by the San Francisco route; but by the future Canada Pacific Railway the distance will be reduced to less than 2800 miles.

The most direct route to British Columbia from England is by way of Quebec and San Francisco, the Allan line of steamers furnishing passage-tickets through from Liverpool. On arriving in Quebec, passengers proceed through to Chicago by rail, and thence by the Pacific Railway to San Francisco, whence steamers ply regularly to Victoria and New Westminster.

This colony was first established in 1858, and has since made remarkable progress. The total population is about 60,000, of whom 15,000 are whites.

Victoria, the capital of British Columbia, is situated near the south-east extremity of Vancouver Island, where the adjoining Strait of Fuca is seventeen miles in breadth, 143 miles from Olympia (Puget's Sound), 320 miles from Portland (Oregon), 3000 miles from Montreal.

The surroundings of Victoria are singularly beautiful. To the south is a wide stretch of sea, closed in by the magnificent range of the Olympian Mountains. These mountains, the lower portion of which is shaded with a soft velvety mist, and the tops covered with snow strongly reflecting the rays of the sun, form the most prominent feature in the landscape. To the eastward is Mount Baker, which, at a distance of nearly 100 miles, rears its snowy peak far away into the clouds. To the westward is a long, wide stretch of sea, bounded on one side by the Olympian range, and on the other by the rocks and mountains of Vancouver, jutting out here and there into the Strait; while to the northward are ranges of hills and mountains, prominent amongst which, and within five or six miles of the town, are the peaks of Mount Tolmie and Cedar Mountain. From these heights the most beautiful panoramic views of the southern end of the island, the surrounding ocean, the Olympian range, and the coast range on the mainland far away to the westward may be obtained.

The country in the neighbourhood of Victoria is remarkably picturesque. Natural parks—in which there are numbers of fine old oaks, and a profusion of ferns and wild roses—little inlets, bays, and beaches, jutting rocks, and the fine scenery of the background combine to render it one of the most lovely spots on the earth. This, together with its magnificent climate, which is beautifully clear, cool, and fresh during the whole summer season, and very mild in winter, must in the future render it a place of great resort.

Three miles from Victoria is the harbour of Esquimault, one of the finest on the Pacific coast. There is here a naval station, at which there are generally two or three ships of war. A graving dock is in contemplation, capable of admitting ships of the largest size, tenders for the construction of which have been invited by the Provincial Government. An excellent macadamized road connects the two harbours.

The city boasts of some good streets, with fine drives, over excellent roads, in various directions. Adjoining the town a large extent of ground has been reserved for a public park. This picturesque locality, known as Beacon Hill, borders on the Strait. Here is the public race-course and cricket-ground. On the outskirts of the town are many attractive residences; and every cottage displays its pretty garden.

Though Victoria can boast of no architectural pretensions, there are many neat and substantially constructed buildings; among them may be mentioned the Provincial offices on James's Bay; the Presbyterian, Wesleyan, and Roman Catholic churches; a Jewish synagogue; Christ Church Cathedral; the iron church of St. John, a donation to the Episcopalian congregation of the Province from the Baroness Coutts; the Angela College for young ladies, from the same excellent lady; the St. Anne's Convent and Orphan School; the Masonic building; the Mechanics' Institute; Bank of British North America; hotels, hospital, and theatre. A post-office and a custom-house are being erected by the Dominion Government.

The city is supplied with gas and water-works. There are several breweries, distilleries, foundries and factories, one ship-yard, etc. Wages are high for all labourers and mechanics, who are always in demand. The population is about 6000. The amount of business transacted in Victoria is far beyond what would be expected from a town of such a limited number of inhabitants.

New Westminster, the former capital of British Columbia, is beautifully situated on the north bank of the Fraser River, eighty-five miles from Victoria. The town boasts of a very handsome Episcopal church of stone, and the only peal of bells on the coast, presented [illegible] years ago by Miss Burdett Coutts, now Baroness in her own right. There are also very neat churches in connection with the Roman Catholic, Presbyterian, and Methodist denominations.

At present the principal industry is salmon fishing, of which immense numbers run up the River Fraser. Sturgeon also of fabulous size, besides other kinds of fish, are caught in great abundance. Magnificent trout are taken in various small streams in the neighbourhood. New Westminster was a prosperous and busy place when it was the capital, but since the removal of the government to Victoria it has materially decreased in business and population; but nothing can deprive it of its magnificent site and of its unequalled climate and scenery. The steamers from Vancouver Island make it their forwarding station for all passengers and freight to and abroad; and the river steamers make it their headquarters, whence they convey passengers and freight to Yale, 100 miles distant, the head of navigation on the Fraser River, and supply the demands of the whole of the interior. Steamers run twice a week between New Westminster and Victoria. Burrard Inlet, one of the finest harbours on the Pacific coast, and spoken of as the probable terminus of the Canada Pacific Railway, is only a few miles from New Westminster.

Population, about 2500.

NEWFOUNDLAND.

Newfoundland is a large island in the Atlantic Ocean at the mouth of the Gulf of St. Lawrence, between lat. 46° 38' and 51° 40' north, and lon. 52° 35' and 59° 35' west. It is separated on the north-west from Canada by the Gulf; its south-west point approaches Cape Breton; north and north-east are the shores of Labrador, from which it is divided by the Straits of Belleisle; and on its eastern side expands the open ocean. It lies nearer to Europe than any part of America. It is about 1200 miles in circumference; its width, at the very widest part, between Capes Ray and Bonavista, is about 300 miles; and its extreme length, from Cape Race to Griguet Bay, about 419 miles, measured on a curve. Its form is somewhat triangular, but exceedingly irregular, owing to its being indented with deep bays, the most remarkable of which are Hare, White, and Notre Dame Bays, Bay of Exploits, Bonavista, Trinity, and Conception Bays on the east coast; St. Mary's Bay, Fortune and Placentia Bay, on the south coast; and St. George's Bay and Bay of Islands on the west. There are besides these smaller bays and harbours. Many of these are extensive, commodious, and well-sheltered, with numerous rivulets running into them, while most of the harbours have complete anchorages, with clear and [illegible] channels.

The interior of the island has never been thoroughly explored, but from the reports of Mr. Murray, the eminent geologist, who has been for many years past and is still engaged in its exploration, there is reason to believe that its resources, both agricultural and mineral, are of very considerable importance. During the past season he has surveyed a hitherto altogether unknown portion of the interior, comprising a magnificent country, drained by the Gander River, and having an area of 2500 square miles, and capable of supporting an agricultural population of at least 100,000 people.

Mr. Murray estimated the area of the timber region to be not less than 500 square miles, all of which might be laid out as timber limits, "where an immense lumber trade might be carried on successfully."

It would be difficult to find any region more favourably situated for lumbering operations. By clearing out a channel in the shallower parts of the river, which could be done at a trifling cost, logs could be floated down to Gander Bay on the Atlantic. Were three or four small locks constructed, properly-built steamers and craft of considerable size could ascend the river to the lake. Then the eastern extremity of the lake is but nine miles distant from Bonavista Bay, and the country between is so level that a tramway could be constructed without more difficulty than would be occasioned by clearing up the surface where it would pass through. The eastern termination of the lake is well suited as a harbour, and the coves at its head are admirably adapted for booming in [illegible]. Water-power can be obtained at numerous [illegible] on both sides of the lake for driving machinery, where saw or grist mills might be erected, and hardwood fuel can be obtained in ample abundance at many parts, for steam-power, when required. Large saw-mills at Freshwater, in Bonavista Bay, on the one hand, and at the head of Gander Bay on the other, might be in constant operation for years to come, and thousands of people might be usefully employed.

Hills and valleys continually succeed each other, the former never rising into mountains (the highest not exceeding 1500 feet), and the latter rarely expanding into plains.

The rivers of Newfoundland are numerous, and though the majority are small, yet some attain to respectable size. The largest are the Humber, River of Exploits, Gander, and Great Cod Roy rivers. The Humber, in its main branch, is about 80 miles long; in its second, or Grand Pond branch, it is about 48 miles long. The Exploits is about 150 miles long, and drains about 3000 square miles of country. The Gander is somewhat over 100 miles long. Nearly all the rivers issue from lakes or ponds in the interior. Many of them abound with excellent salmon. Fresh-water lakes and ponds are also numerous. They are found over the face of the entire country—on the very tops of hills. The surface covered with fresh water has been estimated at one-third of the whole island. Sixty-seven ponds have been counted

from one spot on the north-east mountains of Avalon, some two and three miles in extent, none less than 100 yards, and not at a farther distance than ten miles from the base of the hill. The principal lakes in the island are the Gander Pond, Deer Pond, Grand Pond, and Red Indian Pond. The Grand Pond contains an area of about 185 square miles; this includes an island at its south-west end, which contains an area of about fifty square miles. Deer Pond has an area of about thirty square miles. The Red Indian Pond has an area of sixty-four square miles. The Gander Pond is from seventy to eighty square miles.

The prevalent formation of Newfoundland is granite, and in some parts porphyry, quartz, gneiss, mica, and clay slate, with secondary and, over a considerable area, carboniferous formations. The minerals of the island comprise silver, copper, lead, chromic iron, magnetic iron, specular iron, manganese, nickel, plumbago, gypsum, serpentine, jaspers, white and black marble, limestone, and coal. Traces of gold have also been found by analysis, as well as traces of cadmium and bismuth.

The principal mines are the Tilt Cove Mine (copper), the Notre Dame Mine (copper), both on the eastern side of the island; and the La Manche Mine (lead), on the southern coast. The first named has been very productive. The other two have not been so successful, though there is no doubt they are rich in minerals; the cause of their comparative failure is to be found in the lack of means.

The climate, being insular, is not liable to so great changes in temperature as that of the neighbouring continental Provinces, the winter being much milder and the summer not nearly so warm. In May and beginning of June, dense fogs prevail on the banks and neighbouring shores, but they do not appear to be in the least prejudicial to health.

The principal trees of Newfoundland are spruce, birch, pine, larch, willow, ash, and fir. Recumbent and standing evergreens are to be met with in great variety; berry-growing bushes abound in every swamp. European and American grasses, also red and white clover, are abundant.

In several sections of the island, agriculture can be carried on with profit. In the neighbourhood of many of the lakes and rivers there are valuable alluvia. Potatoes yield well and are of excellent quality; green crops thrive well in many districts. Wheat has been known to yield 30 bushels per acre. Apples, plums, and cherries have been raised with success; gooseberries, strawberries, and raspberries, of very good quality, are grown.

The timber lands, amounting to nearly one million of acres, and situated principally on the western side of the island, and by the chief lakes and rivers, are wholly unsettled and ungranted, though they are of high importance with a view to settlement. No lands are let for lumbering purposes—the laws provide that they shall be disposed of for settlement alone; but the probability is that this will at once be changed, so as to open up the country for lumbering enterprises.

The only animal peculiar to the island is the Newfoundland dog, famous the world over. Among the wild animals may be enumerated the deer, the wolf, the bear, the beaver, the marten, and wild-cat. Land and aquatic birds are numerous. Seals are numerous on the coasts, as are also whales, grampuses, and porpoises; while for fish, there is no place in the world comparable to Newfoundland, especially for cod. The famous Grand Banks swarm with cod and every other variety of fish.

The cod fishery opens in June and lasts till the middle of November, and may be said to form the chief occupation of the inhabitants of the island.

The seal fishery is next in importance. In 1872, 193 vessels, with an aggregate burthen of 29,793 tons, and manned by 9496 men, were engaged in this fishery.

The imports of Newfoundland consist of all articles used for food and clothing, as well as for domestic and fishing purposes. The principal exports are fish and fish-oil, seal-oil and skins.

Total value of imports and exports of the colony of Newfoundland in the year 1873, were, imports, $6,861,297, and exports, $5,867,994.

The government of Newfoundland pays $120,000 annually for the steam service of the colony. The steamers subsidized are the Allan line, to and from Liverpool and Halifax, or some port in the Dominion or United States, once a fortnight, and several for coast and local service.

The public affairs of Newfoundland are administered by a Governor, appointed by the Queen; an Executive Council of six members, a Legislative Council of thirteen members, and a Legislative Assembly of thirty-one representatives. The judicial department comprises a Supreme Court, with a chief and two assistant judges; a Vice-Admiralty Court, and a District Court.

The public school system is based on the denominational principle as regards Roman Catholics, and the non-denominational as far as Protestants generally are concerned.

There are four public academies, based on the denominational principle, and all situated in the capital of the island; one for Roman Catholics, which is in connection with their college; one for Church of England Protestants, in connection with their collegiate establishment; one for Wesleyans; and one for Protestants of all other denominations.

There are no railways on the island, and the means of communication are not the best. Two steamers make fortnightly trips to the principal places north and south of St. John's, and another runs daily between ports on Conception Bay. It is, however, proposed to build a railway through the island, and the surveys, which have been authorized by the government and legislature, will be carried out during 1875, under the supervision of Mr. Fleming, the Engineer-in-Chief of the Dominion railways. The population in 1874 was about 170,000.

St. John's, the commercial emporium and seat of government of Newfoundland, is situated about three miles from Cape Spear, the most easterly land on the American side of the Atlantic. The harbour, though rather small, is thoroughly safe in all weather; vessels may ride out any gale when once inside the heads. On the south point of the narrows is erected the harbour light, burning at an elevation of 114 feet. The rocks on which this beacon is erected are the termination of a high range of hills running east and west, which constitute the south side of the harbour. At the foot of these hills are situated most of the vats used in the manufacture of the seal oil, and most of the mercantile houses have wharves and premises on that side, for the transhipment of articles of export. There is also situated the dry dock, capable of raising vessels of about 600 tons burthen. A causeway and bridge connects the south and north sides. On the north side the hills, which are so abrupt at the narrows, fall away in a series of gentle undulations sloping towards the harbour. On this slope the town is built, the site being everything that could be wished. The principal thoroughfare is called Water street, running nearly parallel with the harbour, but rather irregular. This street is about one and a half miles long, well built up on both sides with stone or brick, but not showing much appreciation of street architecture. In the busy seasons it is crowded till late in the night by thousands who come from the out-ports to buy and sell. The amount of business done in these short periods is almost incredible for the size of the town, amounting to perhaps four or five millions of dollars in three or four weeks.

The manufactures are few but important, there being very large biscuit manufactories, foundries, breweries, rope factories, and oil refineries.

St. John's boasts of several handsome public buildings. The Church of England Cathedral (early English), by Gilbert Scott, is a very beautiful edifice; it cost about $120,000. The Roman Catholic Cathedral and adjacent buildings form a very conspicuous and imposing group, built on high ground, erected at a cost of about $800,000. There are also the Government house (costing $240,000), Colonial building, court-house, penitentiary, lunatic asylum, hospital, poor-house, and banks. The lunatic asylum is beautifully situated in wooded grounds, about three miles out of the town.

The population is about 30,000.

RAILWAYS OF CANADA.

The length of railways in operation at the close of 1874, in the whole Dominion, was 4885 miles, to which must be added 600 or 700 miles to be completed during the present year, and the estimated length of the Canadian Pacific Railway is over 2500 westward from Lake Nipissing, or over 2700 from Ottawa or Toronto. The telegraph lines in operation exceed 31,000 miles, and a contract has just been entered into by the government for a line to be constructed through to the Pacific coast.

The growth of railway enterprise in Canada is marvellous, and, in proportion to the extent of territory and population, it is unprecedented. In 1850 there were only fifty miles of railway in use in all the Provinces, and the entire system is a growth of about twenty years. To a country of large extent like Canada, railways were of vital importance to extend her commerce, gather her resources, and increase her population; and that they have fulfilled their work with a yearly increasing volume and importance, a glance at the tables of population and of exports will show. The railway system of the Dominion is twofold: first, the railways built and managed by the government; and secondly, those built by private means, aided in some instances by government or local subsidies.

THE GOVERNMENT RAILWAYS

have been projected from both political and commercial necessity. While they serve to develop the growing commercial demands of those parts of the country through which they pass, they serve also to bring into more rapid communication with each other the wide-spreading Provinces of the Dominion, binding them into a more homogeneous whole, bringing the people into more frequent personal intercourse, facilitating the better distribution of immigrants, increasing the distribution of letters and newspapers, those great messengers of social intercourse and political power, and binding in a sense of one common interest the miner and trader of the Pacific slope, the agriculturist and manufacturer of the central Provinces, and the lumbermen and fishermen of New Brunswick and Nova Scotia.

The Canadian Pacific Railway is projected in compliance with the arrangement made with British Columbia for the admission of that Province into the Dominion, which requires that the government of the Dominion shall connect by a railway the seaboard of British Columbia with the railway system of Canada. The operations for the survey were commenced in June, 1871. These examinations have since been continued with much vigour, and the extent of territory explored has been immense.

The Engineer-in-Chief under whom these surveys have been conducted is Mr. Sandford Fleming, C.E., who has pursued his labours in a most thorough manner at an expense to government of about a million and a half of dollars. The routes surveyed are indicated on the railway and special maps herewith, taken from the official maps accompanying Mr. Fleming's reports.

In order to obtain as much knowledge as possible of the country, the Engineer-in-Chief, in the season of 1872, made a reconnaissance of the whole distance to the Pacific, including Vancouver's Island, detaching a small party from the main expedition to Peace River, to reach the Pacific at some point on the northern coast of British Columbia. The reconnaissance was satisfactorily accomplished.

In January, 1874, Mr. Fleming gave to Parliament a "report of progress" of the total surveys, and the bill presented by the present government was passed by the Dominion Parliament in May, 1874.

The railway is to be divided into four sections. The first to begin at a point at or near, and to the south of Lake Nipissing, and to extend towards the upper or western end of Lake Superior, to a point where it shall intersect the second section hereafter mentioned. The second section to begin at some point on Lake Superior, connecting with the first section, and to extend to Red River, in the Province of Manitoba. The third section to extend from Red River, in the Province of Manitoba, to some point between Fort Edmonton and the foot of the Rocky Mountains. The fourth section to extend from the western terminus of the third section to some point in British Columbia on the Pacific Ocean.

There are to be two branches—one from Lake Nipissing to the Georgian Bay; the other from Fort Garry to Pembina.

The gauge of the railway is to be four feet eight and a half inches. The railway to be constructed under the superintendence of the Department of Public Works.

A guarantee of four per cent. interest per annum for twenty-five years to be given to the contractors on a sum to be stated in the contract for each mile contracted for, and an extent of land not exceeding 20,000 acres for each mile of the section or sub-section contracted for shall be appropriated for the construction of the said railway in alternate sections of twenty square miles each, along the line of the said railway, or at a convenient distance therefrom.

Right of way through government lands, and land of stations, etc., to be given to contractors.

All provisions of Railway Act of 1868 not inconsistent with present Act to apply.

No contract for any portion of the main line of the railway will be binding without first receiving the approval of Parliament.

In every contract there will be a clause reserving to the government the right to assume possession of the whole or any section of the railway on payment of ten per cent. in addition to the original cost, less the value of the land and money subsidies received.

If it is decided to construct the railway as a public work of the Dominion, the construction will be by contracts first offered by public competition, and the regulation for subsequent management will be made by the Governor in Council.

The branches to be subject to the same condition as the main line.

Section ten provides that the Governor in Council may also grant such bonus or bonuses, subsidy or subsidies, to any company or companies already incorporated or to be incorporated, not exceeding $20,000 per mile, as will secure the construction of the branch lines extending from the eastern terminus of the said Canadian Pacific Railway, to connect with existing or proposed lines of railway; the granting of such bonuses or subsidies to be subject to such conditions for securing running powers and other rights over and with respect to the whole or any portion of the said branch railway to the owners or lessees of the main line of the said railway, or of any section thereof, and to the owners or lessees of any other railway connecting with the said branch railway, as the Governor in Council may determine.

Section eleven provides that the Governor in Council may make arrangements with the company owning such branch railway for leasing to them any portion belonging to the government. The leases, however, will not be allowed to exceed a term of ten years.

The government has the right to determine when the work on any section shall be commenced, proceeded with, and completed, and may at any time suspend the progress of the work.

It will be seen by the above synopsis of the Act, that the government may either relegate the construction of the road to private parties, or build it as a public work of the Dominion, and it is to the *latter* policy that they seem inclined.

A contract has been entered into (1875) for the construction of the branch from Fort Garry to Pembina, which will be of great immediate advantage to Manitoba; and from Fort Garry to Fort Edmonton it is proposed to utilize for a time the long stretches of lake and river communication lying between those points. The result of this policy will be to promote early settlement; to bring a large area of country under cultivation; to enable emigrants with their effects to reach, at small cost, points distant from the present settled districts, and thus prepare the way for the easier and cheaper construction of the railway itself at a future period.

Over the larger portion of the route to be traversed between the Red River and the Rocky Mountains, the Saskatchewan forms the natural water highway. The Saskatchewan can be reached from Fort Garry, either by way of Lake Winnipeg, lying due north, or Lakes Manitoba and Winnipegoosis, lying north-west of the fort. The former route will be the easiest, and, in an engineering sense, the most practicable, whilst the latter opens up a larger tract of country to settlement and cultivation. Lake Winnipeg, as large a sheet of water as Lake Ontario, is reached from Fort Garry by the Red River. No difficulty, therefore, exists in arriving at the mouth of the Saskatchewan, which falls into Lake Winnipeg near the northern extremity of the latter. During the whole of his journey so far, the voyager will have been pursuing a course nearly due north. From this point he begins to ascend the Saskatchewan in an almost directly westerly course. And here he meets with the most serious impediment, according to Mr. Fleming's opinion, on the whole line of route between Lake Winnipeg and Fort Edmonton. The distance from Winnipeg to Cedar Lake, into which the Saskatchewan there expands itself, is twelve miles, with a total fall of sixty feet. The Grand Rapid has a fall of 43½ feet in 2¼ miles, according to Professor Hind's measurement. It could either be surmounted by a canal and locks, or, probably, more readily as well as more cheaply—as Mr. Fleming points out—by a portage railway three miles in length.

Mr. Selwyn, the director of the Geological Survey, in the months of September and October, 1873, passed down the whole length of the Saskatchewan from Rocky Mountain House to Lake Winnipeg. The season was the least favourable, the water being then at its lowest, and he had therefore a full opportunity of estimating the difficulties that would be experienced in travelling over this line of route. After referring to the Grand Rapid, and the lesser rapids near where the northern and southern branches of the Saskatchewan unite to flow in one stream to Winnipeg, Mr. Selwyn goes on to point out that whatever improvements were made, the current at this part of the river must always be heavy, and proper arrangements for warping boats up the rapids would have to be at hand if necessary. With steamers of moderate length and light draught, supplied with powerful engines, and with as much strength as possible below the water line, the navigation of the Saskatchewan presents no more serious impediments than those we have mentioned. For four months in the year, it is probable, steamboats of suitable construction could pass from the Grand Rapid almost to the foot of the Rocky Mountains. That such a mode of communication could be substituted permanently for a railroad no one would pretend to assert, but, as a pioneer and preparation for the more expeditious and convenient mode of travel, the water communications of the North-west cannot too soon be rendered tributary.

The line of route we have hitherto described—so far as the lake navigation is concerned—has a rival in the one by way of Lakes Manitoba and Winnipegoosis. These two lakes lie at no great distance from, to the westward of, and nearly parallel to, Lake Winnipeg. The southern extremity of Lake Manitoba is directly north of Portage La Prairie on the Assiniboine River; the north-eastern angle of Lake Winnipegoosis is due south of Cedar Lake—an expansion, as we have already pointed out, of the Saskatchewan. From this lake, Lake Manitoba is only separated by a portage four miles in length. There is a water connection between Lakes Manitoba and Winnipeg by means of Partridge-Crop River, St. Martin's Lake, and Dauphin River, but this does not bear on the question of a north-western route.

The course to be followed, then, from Fort Garry by way of Lakes Manitoba and Winnepegoosis to the Saskatchewan would be to take the Assiniboine River to Portage La Prairie; then to cross the portage—a distance of some ten miles—until water of a navigable depth on Portage Creek, an inlet of Lake Manitoba, was reached; thence nearly the length of Lake Manitoba to Meadow Portage, one and three-quarters miles in width, to Lake Winnipegoosis; and—after traversing the last-named lake—to Mossy Portage, four miles in width, which is the last barrier intervening before reaching Cedar Lake or the Saskatchewan. The waters of the Assiniboine were, at the time at which the exploratory notes were taken, 14.82 feet above those of Lake Manitoba. This would have to be borne in mind if it were sought to overcome Prairie Portage by a canal.

Although divided from each other by a narrow strip of land, already alluded to as Meadow Portage, the two lakes are connected by a stream known as Water-Hen River, which, following an extremely circuitous route, converts the distance of one and three-quarters miles by the portage into one of thirty miles by water, and that of very unpromising navigation. If it were determined to cut a canal through Meadow Portage, a fall of 18.73 feet from Lake Manitoba to Lake Winnipegoosis has to be provided for. At Mossy Portage, dividing Lake Winnipegoosis from Cedar Lake, no material difference of levels has to be overcome, the greatest height of land between the two lakes being only some ninety-three feet.

Both Lakes Manitoba and Winnipegoosis appear to be wanting in harbours or natural means of protection against storms at the points to which navigation would tend.

Artificial means, it is true, could be provided; but the cost for such improvements must be taken into account when the question arises as to which route is to be preferred. The advantages of the Manitoba and Winnipegoosis route appear to be, first, that it is somewhat shorter; next, that it avoids the Grand Rapid; and lastly, that it affords inducements to the settlement of a very large and fertile region of country. These are considerations to be well weighed when the attention of the government is directed to maintaining regular and efficient communications during the summer months between Fort Garry and the Rocky Mountains.

We have sketched at length the temporary policy to be pursued in assisting the final development of the entire line of railway by a present utilization of the water-routes through the central prairie region, because everything connected with this railway is of interest to all those concerned for the future prosperity of the Dominion.

Several points in British Columbia are mentioned as the proposed Pacific terminus; but that portion of the surveys is yet incomplete, and no positive determination has been arrived at.

Across the Rocky Mountain zone several surveys have been made to the coast, which are classed in the reports as seven different routes, and on the eastern end three different routes are found practicable between Lakes Manitoba and Nipissing. We can only refer to them here as shown on the maps of the survey.

With reference to a general comparison of distances with existing railways, Mr. Fleming says:

"Viewing the Canadian Pacific Railway as a 'through' route between ports on the Atlantic and Pacific Oceans, the comparative profile of altitudes illustrates the remarkable engineering advantages which it possesses over the Union Pacific Railway. The lower altitudes to be reached, and the more favourable gradients, are not, however, the only advantages.

"A careful examination into the question of distances shows, beyond dispute, that the continent can be spanned by a much shorter line on Canadian soil than by the existing railway through the United States.

"The distance from San Francisco to New York, by the Union Pacific Railway, is 3363 miles, while from New Westminster to Montreal it is only 2730, or 636 miles in favour of the Canadian route.

"By the construction of the Canadian Pacific Railway, even New York, Boston, and Portland will be brought from 300 to 500 miles nearer the Pacific coast than they are at present.

"Compared with the Union Pacific Railway, the Canadian line will shorten the passage from Liverpool to China, in direct distance, more than 1000 miles.

"When the remarkable engineering advantages which appear to be obtainable on the Canadian line, and the very great reduction in mileage above referred to, are taken into consideration, it is evident that the Canadian Pacific Railway, in entering into competition for the through traffic between the two oceans, will possess in a very high degree the essential elements for success."

It will thus be seen that the Canadian Pacific Railway has not only Canadian, but Imperial, interest.

As regards the Pacific Ocean connections of the Canadian Pacific Railway, it is worthy of note that the distance from Japan, China, or the Atlantic coast generally to Liverpool is from 1000 to 1200 miles less by the Canadian Pacific than by the Union Pacific Railway. In reference to this point, Professor Maury, U. S., writes: "The trade-winds place Vancouver's Island on the wayside of the road from China and Japan to San Francisco so completely that a trading-vessel under canvas to the latter place would take the same route as if she was bound for Vancouver's Island—so that all return cargoes would naturally come there in order to save two or three weeks, besides risks and expenses." It must, however, be clearly understood that this advantage, equivalent to the distance between Vancouver's Island and San Francisco, namely, about 100 miles, is independent of, and in addition to, the saving of direct distance by the Canadian route given above.

We wish it were possible within the scope of this article to give more extended extracts from the elaborate and valuable reports of the Engineer-in-Chief, but we must be content with annexing the table of distances within the Dominion, accompanying the report, and its concluding sentence as follows:

"The practicability of establishing railway communication across the continent, wholly within the limits of the Dominion, is no longer a matter of doubt. It may, indeed, be now accepted as a certainty that a route has been found, generally possessing favourable engineering features, with the exception of a short section approaching the Pacific coast; which route, taking its entire length, including the exceptional section referred to, will on the average show lighter work and will require less costly structures than have been necessary on many of the railways now in operation in the Dominion."

With advantages of distance, of altitudes, of fertility of country through which the railway will pass, of position in relation to the commerce of the world at the termini on both oceans, and with the expressed and evident determination of the government to practically open the whole route at the earliest possible moment, it cannot be doubted that the proposed work must before very long be completed, and that it will become an important medium of intercommunication between two hemispheres.

TABLE No. 1.—ESTIMATED THROUGH DISTANCES.*

From Points on the Pacific Coast.	Intermediate distances and lines to Lake Nipissing	Total Miles. To Toronto	To Ottawa	To Montreal
Burrard Inlet, by Route No. 1, to Edmonton	754			
Edmonton to Fort Garry	770			
Fort Garry to Lake Nipissing	971			
Total distance from Burrard Inlet	2507	2707	2710	2822
Burrard Inlet, by Route No. 2, to Edmonton	792			
Edmonton to Nipissing, as above	1781			
Total distance from Burrard Inlet	2543	2743	2746	2858
Howe Sound, by Route No. 3, to Edmonton	[illegible]			
Edmonton to Nipissing, as above	1781			
Total distance from Howe Sound	2606	2606	2709	2821
Bute Inlet, by Route No. 4, to Edmonton	841			
Edmonton to Nipissing, as above	1781			
Total distance from Bute Inlet	2609	2709	2812	2914
Bute Inlet, by Route No. 5, to Edmonton	[illegible]			
Edmonton to Nipissing, as above	1781			
Total distance from Bute Inlet	2659	2759	2862	2874
Bute Inlet, by Route No. 6, to Edmonton	172			
Edmonton to Nipissing, as above	1753			
Total distance from Bute Inlet	2685	2845	2828	2940
North Bentinck Arm, by Route No. 7, to Edmonton	950			
Edmonton to Nipissing, as above	1781			
Total distance from North Bentinck Arm	2701	2901	2906	3018

* Continuous measurements have in no case yet been made; distances must, therefore, still be considered approximate.

TABLE No. 2.—ALL RAIL ROUTES.—FROM FORT GARRY EASTWARD.

From Fort Garry. The Stone Fort in each case.)	To Toronto.	To Montreal
Via the Canadian Pacific Railway to Lake Nipissing, thence to Toronto and Montreal	1117	1289
Via most direct United States railways, made or proposed, to Chicago, thence by shortest existing railways to Toronto and Montreal	1533	1928
Differences in favour of Canadian Pacific Railway	416	639
Via the Canadian Pacific Railway, as above	1117	1289
Via the railways, built and proposed, to Duluth, thence by the shortest line along the south shore of Lake Superior and the north shore of Lake Huron	1296	1449
Differences in favour of the Canadian Pacific Railway	123	158

TABLE No. 3.—MIXED RAIL AND WATER ROUTES.—FROM FORT GARRY EASTWARD.

From Fort Garry to Sault Ste. Marie.	Rail.	Water.	Total.
Via United States railways, built and proposed, to Duluth, thence by Lake Superior to Sault Ste. Marie	477	196	673
Via Canadian Pacific Railway, to Nepigon, thence by Lake Superior to Sault Ste. Marie	416	254	670
Differences in favour of the Canadian Pacific Railway	61	142	203

The INTERCOLONIAL RAILWAY was also made obligatory upon the Dominion Government to construct, by the Act of Union with the Maritime Provinces in 1867. It is the connecting link between the seaports of Halifax and St. John, and the Provinces of Quebec and Ontario. It runs from Rivière du Loup, in the Province of Quebec (where it connects westward with the Grand Trunk Railway), by the banks of the St. Lawrence and the Bay of Chaleurs to Bathurst, thence by the valley of the Miramichi and the Richibucto to Moncton and Amherst, thence to Truro, at the head of the Bay of Fundy, and thence to Halifax. The St. John branch, originally constructed as the eastern portion of the European and North American Railway, by A. L. Light, Esq., C.E., as Government Engineer of the Province of New Brunswick, is a remarkably well constructed road in all its details, running from Point du Chene, in the Gulf of St. Lawrence, to St. John, 108 miles, connecting with the main line at Painsec Junction, 8 miles above Moncton.

The total length of the line and branches is 766 miles, of which all but about 200 miles west of Moncton is in running order, and the rest will be completed in 1875.

MAIN LINE.

Rivière du Loup to Painsec Junction	382 miles.
Painsec Junction to Truro	118 "
Truro to Halifax	61 "

BRANCHES.

Painsec Junction to St. John	97 miles.
" " to Point du Chene	11 "
Truro to Pictou	52 "
Windsor Junction to Windsor	32 "
Chatham Branch	9 "
Springhill Coal Mine Branch	4 "

The PRINCE EDWARD ISLAND RAILWAY, the last of the government railways, was taken over and completed on the admission of this Province in 1873. It was opened for traffic late in 1874. It traverses the island from Charlottetown westward to Cascumpeque, with a branch of eighteen miles thence to Tignish, and from Charlottetown eastward to Georgetown, with a branch of forty miles from Mount Stewart to Souris. Its length is 201 miles.

RAILWAY CORPORATIONS.

Among these stands, first in rank, the GRAND TRUNK RAILWAY OF CANADA.

From the passage of an act in 1851 by the Legislature of Canada, entitled, "An Act to make provision for the construction of a main trunk line of railway throughout the whole length of this Province," down through much intermediate legislation to the passage of an act in 1862, entitled, "An Act for the reorganisation of the Grand Trunk Railway Company," the history of the construction and consolidation of this great road is one to make a book by itself,—a history of the merging of many charters of small roads into one grand whole, and of the construction and equipment of the greatest single road on this continent under circumstances of unusual financial difficulty, overcome only by the persevering abilities of its managers. Originally assisted largely by the Province of Canada, the lien has long since been practically abandoned, and still, in our opinion, the country is a debtor to the Grand Trunk rather than the Grand Trunk a debtor to Canada. It is not our province here to tell *how* it was built, but simply *what it is*; and it is, and has been, the great artery of the commerce of Canada. Giving all Canada direct communication with the Eastern and Western States, giving Ontario and Quebec their winter outlet to the sea, making with the Pacific Railway on one side, and the Intercolonial on the other, the connecting link in a continuous line of railway from the Pacific to the Atlantic of over 3000 miles;—the Grand Trunk has been built for Canada to *grow up to*, a thing she is now rapidly doing, but never *would* have done with half the speed, but for the early and unprofitable years through which this road has advanced her travel and commerce.

The completion of the Intercolonial line ought to have a favourable effect on the fortunes of the Grand Trunk Besides turning the present unprofitable eastern division between Quebec and Rivière du Loup into a paying road, the Grand Trunk will then be the medium of *direct* and *uninterrupted* travel from Halifax to San Francisco, giving the shortest route to the Maritime Provinces and to Europe. The improved condition and prospects of the Grand Trunk Railway have been mainly owing to the ability and energy of the late able manager, Mr. C. J Brydges, who has in twelve years brought it from a "shaky" position, in every sense, into a first-class, well-equipped road, with extensive shops and (mainly) steel rails, and the last year of his administration was signalled by two gigantic achievements, of crowning importance to the future interests of the road, namely, the change of gauge to four feet eight and a half inches, and the completion of the International Bridge across the Niagara River between Fort Erie and Buffalo.

The Victoria Bridge across the St. Lawrence River at Montreal, the greatest tubular bridge in the world, was constructed by this company at an expense of $7,000,000.

The total length of the road and branches is 1391 miles, as follows:

MAIN LINE.

Montreal to Detroit—westward	564 miles
Montreal to Portland—eastward	297 "

EASTERN DIVISION.

Montreal to Quebec	172
Less Mon. to Richmond, counted above	76— 96 miles
Quebec to Rivière du Loup	126

BRANCHES.

Three Rivers to Athabaska	35 miles
Montreal to Rouse's Point	50 "
Montreal to Province Line	40 "
St. Mary's to London	23 "

BUFFALO DIVISION.

Fort Erie to Stratford	115 miles
Stratford to Goderich	45

The GREAT WESTERN RAILWAY, the next largest railway in Canada, was begun in 1846, and finished about ten years later. It is in many respects a competing line with the western division of the Grand Trunk for travel to and from the United States, but has generally been conducted on the basis of equal fares and rates from all competitive points, with mutual running connections and interchange of freight. It runs through the finest portions of the Province of Ontario, from the Suspension Bridge at Niagara Falls to Windsor, opposite Detroit, and is of immense benefit to that Province as well as to Canada generally.

It also received at an early day assistance from the government to the extent of $3,850,000, but a large portion has been repaid, and the rest will be without doubt.

It practically controls, as the result of overdue advances, the Detroit and Milwaukee Railway through Michigan from Detroit to Grand Haven, and several large branches in Canada have been built by or leased to the Great Western, the most important and recent of which are the Wellington, Grey and Bruce, running northward to Lake Huron and Georgian Bay, and the "Canada Air-Line," the latter being a loop-line of 146 miles in length from Glencoe to the city of Buffalo, via Fort Erie and the International Bridge. The largely increasing traffic was too great for the main line, and this has been constructed as preferable to laying an additional line of rails on the main line, being a shorter through route by a new district of country where the local traffic should pay a fair interest on the cost of construction.

The route along the table-land, level with Lake Erie, affords easy gradients as compared with the main line so that the haulage of heavy freight trains and fast pas-

senger trains will be much facilitated. Great economy will thus be effected in the maintenance of way and in carrying greater loads with the same engine-power; these two items alone will effect a saving of $125,000 per annum as applied to the same tonnage carried over the present main line. A very great advantage to be expected from this loop-line is the alternative route it will open to New York.

The total length of the Great Western Railway and branches is 734 miles, namely:

MAIN LINE

Niagara Falls to Windsor	230 miles.

AIR LINE

Glencoe to Fort Erie	146 miles.

BRANCHES

Hamilton to Toronto	30 miles
Komoka to Sarnia	52 "
Harrisburg to Brantford	8 "
Harrisburg to Galt	12 "
Wyoming to Petrolia	6 "
Allansburg to Suspension Bridge	8 "

LEASED BRANCHES

London and Port Stanley	28 miles
Welland Railway	25 "
Galt and Guelph Railway	12 "
Wellington, Grey and Bruce Main Line (Guelph to Southampton)	102 "
South Extension (Palmerston to Kincardine)	60 "

The London, Huron and Bruce Railway has also been leased by the Great Western Company, and will be constructed during the present year (1875). This line is to be built from the city of London northerly, passing through and affording facilities to one of the finest agricultural districts of Ontario, forming a junction at the village of Wingham with the Wellington, Grey and Bruce Railway, extending to Kincardine on Lake Huron, thus making a direct route between Lake Huron and Lake Erie by way of the London and Port Stanley Branch. Length of this branch is 105 miles.

The Great Western is laid with steel rails, and is now the narrow four feet eight and a half inch gauge.

The NORTHERN RAILWAY OF CANADA, opened in 1854 and changed to its present name in 1858, has been of immense benefit to Toronto and the whole northern country, and the facilities it has afforded have opened up a new and large lumber trade on the Georgian Bay.

Up to 1859, the road had a hard struggle and no profits. At that time the present able manager, Colonel Cumberland, became Managing Director, and infused a system and policy into the administration of the road which worked wonders. The working expenses were gradually reduced from 82 per cent. to 58 per cent. of the total receipts, the balance appeared on the right side of the books, encouragement was given to develop local as well as through traffic, and the road is now in a very prosperous condition. At Collingwood the road connects, by established lines of propellers, with all Green Bay and Lake Michigan ports. Large grain elevators and lumber wharfs are owned by the company at Toronto and Collingwood, and steamers on Lake Simcoe connect with the road at several stations. The length of the road is 154 miles, namely:

MAIN LINE.

Toronto to Collingwood	94 miles
Collingwood to Meaford	21 "

MUSKOKA BRANCH

Allendale to Orillia	23 miles
Orillia to Severn	16 "

The ST. LAWRENCE AND OTTAWA RAILWAY connects Ottawa at Prescott Junction with the Grand Trunk Railway system. The line runs from Prescott to Ottawa and the Chaudière.

Lumber is carried over the line to a considerable extent, without trans-shipment, to the New England States, both by the Grand Trunk Railway and by crossing cars over the River St. Lawrence from Prescott to Ogdensburg on a steam ferry-boat having rails on her deck, the channel being kept open all the year round.

The length of the road is sixty-five miles.

MAIN LINE.

Prescott to Ottawa	54 miles

BRANCH.

Chaudière Branch and sidings	11 "

The BROCKVILLE AND OTTAWA RAILWAY was chartered to build a railway from the town of Brockville, on the River St. Lawrence, to the village of Pembroke, on the Ottawa River, with a branch from Smith's Falls to the town of Perth. The distance from Brockville to Pembroke is 130 miles, and from Smith's Falls to Perth, twelve miles. The line has only been opened to Sand Point, on the Ottawa River, and that portion of it from Carleton Place Junction to Sand Point was, in 1872, leased to the Canada Central Railway for 999 years, so that the road operated by the company is only fifty-seven miles in length, namely:

MAIN LINE

Brockville to Carleton Place Junction	45 miles

BRANCH

Smith's Falls to Perth	12 miles

The BRANTFORD AND PORT BURWELL RAILWAY is in course of construction in Ontario to connect these two towns, a distance of forty-five miles.

The CANADA CENTRAL RAILWAY was opened in September, 1870, to Carleton Place, twenty-eight miles from Ottawa, and in 1872 it leased, for 999 years, that portion of the Brockville and Ottawa road from Carleton Place Junction to Sand Point. Under a subsidy from the government it is to extend this road to Pembroke in 1875. The company was chartered to construct a line of road from Lake Huron to the city of Ottawa, via Pembroke and Arnprior, and from Ottawa to Montreal; and under an act "To encourage the construction of a railway from Lake Huron to Quebec," the North Shore, the Carillon and Grenville, and Canada Central railway companies were empowered to amalgamate, and also to share in the grant of land given for the above object in the manner prescribed by the act. The intention of the company is to construct a road to connect with the Canada Pacific Railway at its proposed termination near Lake Nipissing.

The length of the road is at present from Ottawa to Renfrew—seventy miles.

The TORONTO, GREY AND BRUCE RAILWAY was begun in 1869, the first sod being turned by Prince Arthur on the 3d of October.

The road was warmly encouraged, and largely subscribed to by the city and the merchants of Toronto, and it has been of great benefit in advancing the trade of the city. Passing through one of the most important districts of Ontario, it has many important towns as feeders, and connects at Owen Sound with steamers for ports on Georgian Bay and Lake Superior.

The total length is 195 miles, namely:

MAIN LINE

Toronto to Owen Sound	122 miles

BRANCH

Orangeville to Teeswater	73 miles

The TORONTO AND NIPISSING RAILWAY runs from Toronto, through a fine agricultural and lumbering region, to the east of Lake Simcoe and Georgian Bay.

It has been a successful road in developing commerce along its route, and of great benefit in increasing the trade of Toronto.

It is a road on a three feet six inch gauge, and the first narrow gauge open for traffic in America. Aid to a considerable extent was given to it by city and town bonuses, and it was besides very cheaply constructed, owing to the extremely favourable country through which it runs, and the absence of heavy engineering works.

The road connects with the Grand Trunk and the Midland railways. It is intended to build it through to Lake Nipissing, 240 miles, to connect with the Canada Pacific Railway; but at present it is open only from Toronto to Coboconk, eighty-eight miles.

The CREDIT VALLEY RAILWAY is an undertaking of the greatest importance to the city of Toronto and the western portion of the Province of Ontario.

It is being built from the city of Toronto westward to Streetsville, thence to Milton, Galt, Ayr, Woodstock, and Ingersoll to St. Thomas, accommodating the extensive local business along its route, and securing a connection with the Canada Southern at St. Thomas. It will be thus a third great through line of railway from Toronto to Chicago and the West.

A branch is being built from Streetsville to Orangeville, through one of the most productive and most beautiful valleys in Ontario, which will place a large number of villages and water-powers in a position to be manufacturing suburbs of Toronto. A branch also is to be built from the Forks of the Credit to connect with the Wellington, Grey and Bruce Railway at Fergus.

The MIDLAND RAILWAY OF CANADA runs from Port Hope on Lake Ontario to Orillia on Lake Simcoe, with a branch road to Lakefield. It connects with the Toronto and Nipissing and the Northern railways. It is a main route to the Muskoka territory, and to the Parry Sound free grant lands. The length is 109 miles, namely:

MAIN LINE

Port Hope to Orillia	87 miles

BRANCH

Millbrook to Lakefield	22 miles

The WHITBY AND PORT PERRY RAILWAY runs from Port Whitby, one of the best harbours on Lake Ontario, to Port Perry on Lake Scugog. It is mainly a road for lumber and grain traffic, of which the country through which it runs is largely productive. It is a prosperous road, and it is intended to continue it through to Georgian Bay, as making by twenty-five miles the shortest route between Lakes Huron and Ontario. The distance is from Whitby to Port Perry—nineteen miles.

The CANADA SOUTHERN RAILWAY runs through a very prosperous farming district of a dozen counties in the southern part of Ontario, bordering the lake. It goes from the International Bridge at Fort Erie to Amherstburg on the Detroit River, and Courtwright on the River St. Clair, the through distances from Fort Erie being respectively 229 and 184 miles. An American road, called the Toledo, Canada Southern and Detroit Railway, and another, called the Canada Southern and Chicago Railway, are identical in interest with the Canadian road, and furnish it with running connections from Detroit and Toledo to all parts of the West and the South. By the latter road, when entirely finished, the distance from Buffalo to Chicago via this Canada route will be only 479 miles, or fifty-five miles shorter than by any route now existing.

This road has been built with a view to the vastly increasing Western trade, and as a carrier of through freight by a short line in conjunction with the New York Central and Erie railroads between Chicago and the Atlantic seaboard.

The road has been of easy construction, being mainly light grades and straight lines. The transfers over the Detroit River to Grosse Isle are made by an immense transfer-boat holding a train of twenty-one cars at a time. From Grosse Isle to the Michigan shore there is a splendid iron bridge.

The road was opened for passenger traffic in December, 1873, between Buffalo, Detroit, and Toledo.

The entire mileage of the road in Canada is 325 miles, as follows:

MAIN LINE.

Fort Erie to Amherstburg	229 miles

ST. THOMAS DIVISION

St. Thomas to Courtwright	66 miles

NIAGARA DIVISION

Fort Erie to Niagara	30 miles

It has connections at various points with the Great Western, the Grand Trunk, and Hamilton and Erie roads.

The HAMILTON AND LAKE ERIE RAILWAY is designed to run from Hamilton to Port Dover on Lake Erie, but at present (1875) goes only to Jarvis, a few miles short of the contemplated length. It is an important road to the trade and prosperity of Hamilton. Its length to Jarvis is thirty-two miles, making connections there with the Great Western Air-Line, and at Caledonia with the Grand Trunk, and at Hagersville with the Canada Southern.

The HAMILTON AND NORTH-WESTERN RAILWAY is projected to run due north through a fine country to Georgian Bay, with a view to proceeding farther north-

ward and connecting with the Northern Pacific. It is not yet fully surveyed, but will prove of great benefit to Hamilton when completed.

The KINGSTON AND PEMBROKE RAILWAY runs from Kingston on Lake Ontario to Pembroke on the Ottawa River, passing through a great mineral and lumber region.

The company has been aided by about one million of dollars bonuses from the Province of Ontario and the towns and counties on its line, and is to be completed by the coming year. The road is about 145 miles in length.

The NORTH SHORE RAILWAY, now under construction, is a very important addition to the railway system of Canada, passing through the old and densely populated country lying along the north shore of the St. Lawrence River; it is to extend from the city of Quebec to the city of Montreal, with a branch from the main line at the city of Three Rivers, up the valley of the St. Maurice River, to the Grand Piles, a distance of about thirty-two miles. It is to connect at Montreal with the Northern Colonization Railway, which is building up the valley of the Ottawa to Ottawa City, and thence to a connection with the Canadian Pacific Railway.

The North Shore Railway is, therefore, the eastern terminus at Quebec of the great through lines on Canadian soil to the North-west Territories and the Pacific Ocean.

The Provincial Government of Quebec has granted a subsidy to this road—and the Northern Colonization Railway—of two million acres of pine-timbered lands, which are situated upon streams flowing directly into the Ottawa and St. Lawrence rivers. The city of Quebec has also subscribed one million dollars, and the work is to be completed by 1876. The distances are—from Quebec to Montreal, 160 miles; branch from Three Rivers to Grand Piles, thirty-two miles.

The LEVIS AND KENNEBEC RAILWAY will extend from Levis, P. Q., to the frontier of Maine, about ninety miles, then to join a projected road to meet the E. & N. A. Railway at Lincoln, and connect with the railways of the United States by that means.

It will open up a large region of fine country and unoccupied Crown lands, and give railway communication to a large population claimed to be already settled.

This line is the shortest route to the State of Maine and the Provinces of Nova Scotia and New Brunswick, being 61 miles shorter to Portland than the Grand Trunk, 135 miles shorter to St. John and Fredericton, and 143 miles shorter to Halifax than the Intercolonial Railway.

The COBURG, PETERBOROUGH AND MARMORA RAILWAY is an amalgamation of the Coburg and Peterborough Railway Company and the Marmora Iron Company. Its main business is connected with the iron mines and lumbering establishments, and, after many vicissitudes, the company is now prosperous. The total mileage, including mill branches, is about forty-eight miles.

The SOUTH-EASTERN RAILWAY is one of much importance to the Province of Quebec and the Eastern United States, passing through a beautiful line of country thronged by summer tourists, and it is also a short through route to the East and South. By the Portland and Ogdensburg Railroad, between Portland and St. Johnsbury, Vermont, now nearly constructed, it will open up a line of railway between Montreal and Portland over forty miles shorter than by any existing line, and via the Boston, Concord and Montreal, from Wells River, Vermont, it is the shortest and easiest graded line between Montreal and Boston.

The branch road from Sorel to Sutton Junction, via Drummondville and Waterloo, about 100 miles in length, is nearly completed, and will be opened this year (1875).

The main road, including those portions of other roads leased in perpetuity to the South-eastern, runs now from St. John's to Stanstead, P. Q., making its through connections eastward at Newport, Vermont.

The successful completion and consolidation of this road—passing through and opening up one of the best agricultural, mineral, and lumber sections of country in the Province of Quebec—is almost entirely due to the energy and personal means of the Hon. Asa Belknap Foster, Senator of the Dominion, who has been the main contractor, and is the able manager of the road.

Its mileage is about 188 miles, as follows:

MAIN LINE.

St. John's to Newport..... 80 miles.

STANSTEAD DIVISION.

Newport to Stanstead..... 8 miles

SOREL BRANCH.

Sutton Junction to Sorel..... 100 miles

The MONTREAL AND VERMONT JUNCTION RAILWAY extends from St. John's to St. Albans, a distance of forty-three miles, and forms a connecting link between St. Albans and Montreal. The road is operated by the Central Vermont Railroad Company.

The STANSTEAD, SHEFFORD AND CHAMBLY RAILWAY extends from St. John's to Waterloo, a distance of forty-three miles. From St. John's to West Farnham a right of way exists for the South-eastern Railway Company, and the whole road is leased in perpetuity to the Central Vermont Railroad Company, who operate it in connection with the Montreal and Vermont Junction Railway as their northern division.

The MASSAWIPPI VALLEY RAILWAY, leased in perpetuity to the Connecticut and Passumpsic River Railroad, connects with the Grand Trunk at Lennoxville, and the South-eastern at Stanstead, and is practically a portion of the South-eastern system. Its length is thirty-four miles.

The MONTREAL, PORTLAND AND BOSTON RAILWAY—formerly the Montreal, Chambly and Sorel—runs from Montreal to the Province line near East Franklin, Vermont. The line passes very directly through Chambly, Ste. Marie, West Farnham, Stanbridge and Frelighsburg, a distance of about fifty miles.

A branch goes from Ste. Marie to Sorel, forty-one miles. The country traversed by this road is important, and its connections are particularly numerous,—at St. Lambert's with the Grand Trunk for all points; at West Farnham, with the South-eastern for the East and South, and with the Stanstead, Shefford and Chambly, and the Philipsburg and Yamaska railways; at Province line, with the Vermont division of the Portland and Ogdensburg Trunk line, and at Sorel with the North Shore Railway and steamers on the St. Lawrence.

The main line to East Franklin is about finished and trains running, and the Sorel branch is to be completed this year (1875). As the Canadian division of Portland and Ogdensburg Trunk line, this railway has great prospects of success.

The EUROPEAN AND NORTH AMERICAN RAILWAY (consolidated) consists of the western section of the original E. & N. A. Railway (the eastern section being absorbed into the Intercolonial), chartered by the Legislature of New Brunswick, from St. John to the River St. Croix, and of the railway chartered by the State of Maine, from the boundary line at the St. Croix to Bangor. It forms a direct through line of travel between the railways of the United States and those of the Dominion in the Maritime Provinces, and has greatly increased the business and population of St. John.

At present it forms the only through rail route to the upper Provinces via Bangor and Danville Junction on the Grand Trunk Railway.

The entire length of the line is 206 miles from St. John to Bangor, not including the branch to Fredericton, which is a separate organization.

The FREDERICTON BRANCH RAILWAY connects the capital of New Brunswick with the consolidated E. & N. A. Railway. It is twenty-two miles in length.

The NEW BRUNSWICK RAILWAY, sometimes called the Rivière du Loup Railway, is an undertaking of great importance. Connecting the lower Provinces with Quebec by a shorter route to Rivière du Loup than by the International, it penetrates a fine country throughout on a line farther back from the coast. It is aided by large grants of valuable timber-lands from the Province of New Brunswick, and is being pushed forward to completion by energetic managers. It is expected to be finished to the boundary-line in 1876. The line is open now (1875) from Gibson, opposite Fredericton, to Muniac, about 100 miles, with a branch to Woodstock of nine miles, and another to the Aroostook River, in Maine, a distance of ten miles, which will be extended seventeen over the border, to Cariboo.

The NEW BRUNSWICK AND CANADA RAILWAY runs from St. Andrew's to Woodstock, New Brunswick, with branches to St. Stephen's, New Brunswick, and Houlton, Maine. It intersects the E. & N. A. Railway at McAdam Junction. Total length, 121 miles.

MAIN LINE.

St. Andrew's to Woodstock..... 94 miles

BRANCHES.

Watt Junction to St. Stephen..... 19 miles
Debec Junction to Houlton..... 8

The WINDSOR AND ANNAPOLIS RAILWAY passes through the Annapolis Valley, the oldest settled and richest part of the Province of Nova Scotia, and is in a substantial condition. The line from Windsor to Halifax, forty-five miles, is worked by agreement with the government as part of the Intercolonial system.

The length of road is, from Halifax to Annapolis, 129 miles. It is proposed to extend the road from Annapolis to Yarmouth.

There are also building at the present time in New Brunswick, the Albert Railway, twenty-eight miles; and in Nova Scotia, the Western Counties Railway, ninety miles; the Louisburg Railway, twenty-two miles, and the Parrsborough Railway, twenty-six miles

The ST. LAWRENCE AND INDUSTRY RAILWAY runs from Lanoraie, district of Montreal, to Industry Village and Joliette, twelve miles.

The QUEBEC AND GOSFORD RAILWAY runs from Quebec to Gosford, twenty-six miles, and is to be built to Lake St. John.

The CARILLON AND GRENVILLE RAILWAY runs between the two towns after which it is named in the Province of Quebec, and is a strictly local road. Length, twelve miles.

The ST. FRANCIS AND LAKE MEGANTIC RAILWAY, like the Levis and Kennebec, is projected to strike the European and North American Railway at some point east of Bangor. The distance to Lake Megantic is eighty-five miles. The proposed distance to St. John, New Brunswick, will be only 430 miles.

The MONTREAL NORTHERN COLONIZATION RAILROAD is one of the system of roads projected to join the Canadian Pacific northward. It is built through a fine country, and is to be finished in 1875.

It is projected to run from Montreal up the Ottawa Valley to Ottawa City, and thence to Deep River, 10 miles.

NORTH-WESTERN COMMUNICATION.

Pending the construction of the Canadian Pacific Railway, the line of communication between Fort Garry and Prince Arthur Landing is generally recognized as the summer route to the Province of Manitoba. Although its capabilities have been developed to a limited degree, it has, nevertheless, extended considerable facilities for the transmission of freight, and to immigrants proceeding to the Red River country.

Until these navigable waters were improved and made accessible, there was no connection between British America and the valley of the Assiniboine through British territory, except at an expense which made its use practically impossible; and the whole travel to Red River—from the south to Fort Garry—passed, as a necessity, through the State of Minnesota.

There are two routes in the United States open to the choice of the traveller,—the one from Detroit entirely by railway, via St. Paul to Duluth; the second by steamboat from Detroit, ascending Lake Huron and entering by the St. Mary Canal, follows the longest distance on Lake Superior to Duluth above named, situated on the westernmost bay of that lake. From Duluth the route is over the Northern Pacific road to Morehead

The distances on the two United States routes may thus be detailed:

By railway from Toronto to Detroit	225	miles.
" " " Detroit to Chicago	274	"
" " " Chicago to St. Paul	408	"
" " " St. Paul to Duluth	150	"
" " " Duluth to Morehead	252	"
By railway	1319	"
By stage from Morehead to Fort Garry	250	"
Total	1569	"

The distance by the water route is —

By railway from Toronto to Detroit	225 miles.
By steamer from Detroit through Lakes Huron and Superior to Duluth	773 "
By railway from Duluth to Morehead	250 "
By stage from Morehead to Fort Garry	250 "
Total	1498 "

The Dominion route, commonly called the DAWSON ROUTE, is as follows:

	Miles	
By railway from Toronto to Collingwood		94
By steamer from Collingwood to Prince Arthur Landing through Lake Superior		532
From Prince Arthur Landing to Lake Shebandowan	45	
From Lake Shebandowan to North-west Angle navigable water and Portages	312	
Fort Garry Road from North-west Angle to Fort Garry	95	
		452
Total		1078 miles.

Stopping-places for emigrants have been constructed at various points on the line: a duty which has devolved upon the government, in the absence heretofore of sufficient inducement for private enterprise to undertake it.

Leaving Prince Arthur's Landing, the traveller for Manitoba sets out on the

THUNDER BAY ROAD.

This road leads from Prince Arthur's Landing to Shebandowan Lake, a distance of forty-five miles. It is mostly gravelled, and in very good order throughout. On this road a large number of wagons are maintained for the conveyance of freight and passengers. There are stations at intervals of fifteen miles, with accommodation for the teamsters and travellers. The land on some points of this road is remarkably good, and, to judge from the crops in the little clearing already made, would prove very productive on cultivation.

From Shebandowan Lake, by successive portages and the chain of beautiful lakes which they connect, the traveller passes over about 190 miles to Fort Francis, which, once a grand emporium of the fur-trade, and still the chief rendezvous of a powerful tribe of Indians, is, from its natural advantages, likely soon to become a place of great importance. The falls immediately in front of the Hudson Bay Company's fort present unlimited water-power, and the ground is naturally well adapted for mill-sites. Perhaps the day is not distant when these falls may rival the Chaudière on the Ottawa in the number of mills they set in motion.

From Fort Francis to the Lake of the Woods the navigation is unbroken for 120 miles, and on either side of this magnificent stream the land is of a quality not to be surpassed, covered in general with heavy forests, but presenting in some places openings and cleared lands which had evidently been cultivated at some remote period. In these openings are occasional mounds, which, here as elsewhere, show the wide range of country which must have been occupied by the mound-builders. The lands on Rainy River are, without doubt, well adapted for cultivation, and settlements established here would form an excellent stepping-stone to the prairie lands farther to the west.

From the north-west angle of the Lake of the Woods to Fort Garry by the road is ninety-five miles, the first seventy miles being through a wooded country, and the balance through prairie.

Such is the "Dawson Route" in its general features. First, a road of forty-five miles leading from Thunder Bay to Shebandowan Lake; then a series of navigable sections with short portages between them, covering a distance of some three hundred and twenty miles; and lastly, a road of ninety-five miles over a level country, from the Lake of the Woods to Fort Garry.

CONNECTING LINES BETWEEN CANADA AND THE UNITED STATES (EASTWARD).

From Montreal or Quebec the GRAND TRUNK RAILWAY connects at *Portland* during the winter months with the Allan line of steamers for *Liverpool*; and during the entire year, with steamers to Lower Province, United States, and West Indian ports; also,

At *Portland*, with Boston and Maine Railroad for *Boston*, and all cities south and west of it.

At *Danville Junction*, with the Maine Central Railroad to Bangor, and the European and North American Railway for St. John, New Brunswick, and Halifax, Nova Scotia.

At *Sherbrooke*, with the Connecticut and Passumpsic River and South-eastern railways to Well's River Junction for all New England, and at White River Junction for New York.

The *shortest* and *most direct* route from Montreal to New York, Boston, Albany, the lake and mountain region of New Hampshire, all New England towns, or other places south or west of these points, is by Grand Trunk Railway to St. John's, P. Q., or the South-eastern Railway to Newport, Vermont, and thence by the Central Vermont and connecting roads to any point desired.

From OTTAWA and EASTERN ONTARIO, the connections are made to all points already described by crossing the St. Lawrence at Prescott to Ogdensburg, there taking the *Ogdensburg and Lake Champlain Division* of the *Central Vermont road* to St. Alban's, and thence as above. Or from Ogdensburg by the *Rome, Watertown and Ogdensburg Railway*, to connect with the *New York Central Railroad* at Rome, and all places reached therefrom.

From TORONTO, HAMILTON, and WESTERN CANADA the connecting lines are the *Great Western Railway* to Suspension Bridge; or, by the Air Line to Buffalo, and thence by the *New York Central* or *Erie* roads to the East and South. Westward of Toronto, from many places, the *Canada Southern* and *Grand Trunk* also are through lines to the same points via the International Bridge at Buffalo.

WESTWARD.

The GRAND TRUNK RAILWAY, from the Lower Provinces, and from all points east of Toronto, is the main line, via Sarnia and Detroit, to Chicago and the Western States or San Francisco.

From Buffalo, via the International Bridge, the *Grand Trunk*, the *Great Western Air Line*, and the *Canada Southern*, all compete to the same main points westward, the *Canada Southern* via Toledo making specially *south-west* connections.

From TORONTO and HAMILTON, the *Great Western* serves as the principal western through route, with the *Grand Trunk* and the *Canada Southern* again as competing roads over parallel but different routes west of Toronto.

These three great arteries of Canada, the *Grand Trunk*, the *Great Western*, and the *Canada Southern railways*, while traversing all Canada between them, east and west, for local and international traffic, all derive a large portion of their business as *carriers be*[illegible] the superiority of their position as connecting links between the great railroads of the Eastern and Western States giving them a leading part in this business.

FROM THE MARITIME PROVINCES.

The EUROPEAN AND NORTH AMERICAN RAILWAY is the connecting road to all parts of the United States, and, until the completion through to Rivière du Loup of the Intercolonial or the New Brunswick railways, it is the sole medium of traffic by rail with the Upper Provinces.

The *Intercolonial*, from Halifax, connects with it at St. John, the *Grand Trunk* connects at Danville Junction by means of the *Maine Central*, and the *Maine Central* opens up to it all the United States from Bangor via Portland and Boston, and the connecting roads therefrom.

GEOLOGY OF THE DOMINION.

THE following article makes no attempt at the dignity of a *comprehensive essay* upon so interesting and extensive a subject as the Geology of the Dominion.

The Department of the Interior has kindly furnished for this Atlas a special transfer of the great geological map of Canada, prepared under the direction of Sir William Logan, F.R.S., in 1869, and also the corrections and additional maps since that date.

To give as briefly as possible such data as shall lead to some understanding of this map, and of the general geological formations and mineral resources of Canada, is all that this article attempts

To this end we shall confine ourselves mainly to the *economic geology* of the Dominion, describing as nearly as possible, by Provinces, the character and location of such minerals, ores, and earths as are of use in commerce, and might be sought after by business men, for whom this Atlas is chiefly intended.

For this purpose, Mr. Selwyn, the Director of the Geological Surveys of Canada, has kindly placed at the disposal of the writer the complete records and reports of progress in his department up to the present time. From them most of the information given below is derived, and to them (in published volumes) the reader is referred for more scientifically geological or particular information.

Valuable information has also been obtained from Dr. Dawson's Acadian Geology and reports on Prince Edward Island, and Mr. Alexander Murray's reports of the geological surveys of Newfoundland

With the exception of about 50,000 square miles belonging to Quebec, extending from the line of New York to Gaspé, and joining the Lower or Maritime Provinces, the whole of the Upper Provinces of the Dominion lies on the north side of the St. Lawrence and the great lakes.

The flank of the northern hills, known as the Laurentides, forms the north shore of the river and gulf, until within twenty miles of Quebec. It then recedes, and at the latter city is already about twenty miles distant from the St. Lawrence. At Montreal the base of the hills is thirty miles to the rear, and to the westward of this it stretches along the north side of the Ottawa River for about 100 miles, and then runs southward across both the Ottawa and the St. Lawrence, crossing the latter river a little below Kingston, at the Thousand Islands, and entering New York. Here the Laurentides spread out into an area of about 10,000 square miles of highlands, known as the Adirondack country, and lying between the Lakes Champlain and Ontario. The narrow belt of hill-country which connects the Adirondacks with the Laurentides north of the Ottawa, divides the valley of the St. Lawrence proper from that of the great lakes, which is still bounded to the north by a continuation of the Laurentides. The base of these from near Kingston runs in a western direction, at some distance in the rear of Lake Ontario, until it reaches the south-west extremity of Georgian Bay on Lake Huron; after which it skirts this lake and Lake Superior, and runs north-westward into Manitoba and the North-west Territory. This great northern hill-region consists of the oldest known rock-formation of the globe, to which the name of the Laurentian system has been given, and occupies a very large portion of the whole of the Dominion northward of the limits just assigned. Over a large portion of this area, along Lakes Huron and Superior, and farther eastward on Lake Temiscaming, is another series of rocks, to which the name of the Huronian system is given. But as the country occupied by these rocks is geographically similar to the Laurentian, it is for convenience here included with it.

To the south of this region the whole of Canada between Montreal and the Rocky Mountains, with the exception of the narrow belt of Laurentian country described as running southward across the Ottawa and St. Lawrence rivers, is very level. The same is true to the eastward of Montreal until we reach the Notre Dame range of hills, passing southward into Vermont, and in its north-eastern extension bounding the Lower St. Lawrence valley to the south. This level country to the south of the Laurentides is occupied both east and west of Montreal by the same rock formations, and constitutes the Champaign region of Canada, the surface of which is scarcely broken, except by a few isolated trap hills near Montreal, and by occasional escarpments, ravines, and gravel ridges further westward.

On the southern, as on the northern, side of the valley of the Lower St. Lawrence is a range of mountainous country. These ranges keep close to the shores for a considerable distance up the river; but about 100 miles below Quebec, where the river is fifteen miles wide, the southern range begins to leave the margin, and opposite to Quebec is thirty miles distant. From this point it runs in a more south-western direction than the river valley, and opposite Montreal is met with about fifty miles to the south east, where it enters Vermont, and is there known as the Green Mountain range, which forms the eastern limit of the valley of Lake Champlain. In Canada, this range, stretching from the parallel of 45° north latitude to the Gulf, is known as the Notre-Dame Mountains, but to its north-eastern portion the name of the Shickshock Mountains is often given

This Notre-Dame range, on the south side of the St. Lawrence, which forms the belt whose course has just been described, has an average breadth of thirty to forty miles.

To the south and east of it the land is undulating, extending through the Maritime Provinces. This may be called the Eastern District.

The region occupied by the Laurentian series is exclusively composed of crystalline rocks, for the most part silicious or granite-like in character, consisting of quartzite, syenite, gneiss, and other related rocks, broken up into ridges and mountain-peaks.

The general level of this region is about 1500 feet above the sea, sometimes attaining an altitude of 2000 to 4000 feet, and running down to a much lower level than the average in the narrow belt crossing the country east of Kingston.

The softer rocks of this region are of crystalline limestone or marble, giving rise to numerous valleys of fertile soil. The hill sides, covered with vegetable mould sustaining a growth of small trees, are soon laid bare if fire passes over them and destroys the growth, but in the valleys and lower parts of this region deep soil and heavy timber abound. This region also contains inexhaustible mines of rich iron ores, copper, lead, marble, and other minerals.

The Champaign region of these Provinces is divided into two parts by the narrow isthmus of Laurentian country, which runs from the Ottawa River to the Adirondack Mountains of New York. East of this division it includes all the country between the Ottawa and the St. Lawrence, and all between the Laurentides on the north and the Notre-Dame hills to the south-east. Westward, it embraces the whole country south of the Laurentian region, including the south-western peninsula of Ontario, lying between the great lakes. This is a region of vast plains, or very trifling elevations, underlaid by beds of unaltered Silurian and Devonian rocks of sandstone, limestone, and shale. These again are overlaid in the greater portion of the region by beds of clay, occasionally intermixed with, or overlaid by, sand and gravel, and often covered by a considerable thickness of vegetable mould.

In the eastern portion of this region, between Ottawa and Quebec, the lands are nearly all marine clays covered by s. . dy deposits, and forming a light, warm soil; or a heavy blue clay giving a strong and rich soil for cereal crops. Peat abounds through this region, and also mineral springs. Its mineral resources are chiefly confined to stones suitable for building, paving, lime, cement, and glass.

The south-western part of the Champaign region, commencing near Kingston, and including all the southern portion of Ontario, is the most fertile and productive part of Canada. Like the plains further eastward, its soils consist chiefly of strong clays, overlaid here and there by loam, sand, and gravel. In the natural state nearly the whole of this region supported a fine growth of timber, in great part of broad-leaved species, but presented, however, various local peculiarities. Thus, the banks of the Grand River from Galt to Brantford were remarkable for a sparse growth of oaks, free from underwood, and known as oak openings. These are said to have been pasture-grounds of the Indians, brought to this condition and kept in it by partial clearing, and by the annual burning of the grass. The object of this was to attract the deer who came to feed upon the herbage. The soil of these plains is a light sandy loam, very uniform in character, and generally underlaid by coarse gravel. The valley of the Thames, together with the rich alluvial flats which extend from it northward to the North Branch of Bear Creek, and southward nearly to the shore of Lake Erie, is remarkable for its great fertility, and its luxuriant forest growth. The soil is generally clay, with a covering of rich vegetable mould, and is covered in the natural state with oak, elm, black-walnut, and white-wood (*Liriodendron tulipifera*) trees of large size, together with fine groves of sugar-maple.

The mineral products of this region are chiefly building-stone, lime, cement, gypsum, and petroleum.

The hills of the Eastern Division on the south side of the St. Lawrence are crystalline rocks, but of a softer nature than on the north shore, and yielding, by their wearing down, a more abundant soil. The range of elevation is from 700 to (occasionally) 4000 feet above the sea, extending on the south-east side, through a succession of valleys, to the Bay of Chaleurs, and thence through the Lower Provinces.

The geological formations of the Lower Provinces are, so far as recent surveys establish, of the same series as of Upper Canada, the Laurentian system being ascribed here also to the older formations, and rocks corresponding to the Huronian and Silurian series being the main formations underlying the carboniferous and superficial areas.

The soil is of a sandy and loamy character. The minerals of the Eastern District are metallic ores, marble, slate, and, in the Lower Provinces, coal also.

The following are the names of the principal geological formations of Canada, in descending order

X. Superficial.	V. Devonian.
IX. Tertiary.	IV. Upper Silurian.
VIII. Cretaceous	III. Middle Silurian.
VII. Permian.	II. Lower Silurian.
VI. Carboniferous.	I. Eozoic.

These again are subdivided into various local series or groups, of which it is only necessary to mention here that the Laurentian and Huronian systems above referred to are the divisions into which the Eozoic rocks of Canada have been classed. To these rocks no local names have yet been applied elsewhere in America; but, as they are here more extensively exposed than anywhere else on the continent, it would be inconvenient to describe the geology of Canada without giving the names used here, and which are now recognized abroad.

The limestones and sandstones of the older formations are to be found sufficiently distributed through most parts of Canada for all useful purposes, but the great eastern coal-field of North America is confined to the Provinces of New Brunswick and Nova Scotia, a narrow margin on the north shore of the Bay of Chaleurs being its limit in a westerly direction.

No coal exists in workable veins in Central Canada, but in the North-west Territories and in the Province of British Columbia it underlies large areas.

Passing by any enumeration of the less valuable or less abundant minerals which are to be found in the different rock formations of Canada, we will now speak in detail only of those which are susceptible of *economic* application. We follow the classification adopted in the official reports.

I. METALS AND THEIR ORES.

Iron.—Much has been written about the iron ores of Canada, but the information is to be found scattered through the geological reports of many years, and in scattered reports and papers given at various times to the public.

In 1874, Mr. B. J. Harrington, B.A., Ph.D., Chemist and Mineralogist to the Geological Survey, brought together concisely, in his report to the director, all the more important facts of previous reports, supplementing them with the results of his own recent observations, and to his report we are indebted for very much of the information we now give.

The iron ores of the Dominion have a wide range, both geographical and geological. From Vancouver Island on the west to Cape Breton on the east they occur at varied intervals; little, however, being known of their extent or importance, except in the Provinces on the eastern side of the continent.

From the Laurentian days down to the present moment, processes of concentration, both chemical and mechanical, have been in operation, often resulting in the formation of beds and veins of ore. The processes have doubtless, to a certain extent, differed in kind, and have operated under more or less favourable conditions, and the ores, subsequently to their deposition, have frequently been subjected to agencies depriving them of their original characters, so that it is not surprising to find them differing widely in chemical composition and physical characters. They may, however, be classified as follows:

I. ANHYDROUS OXIDES.

1. Magnetic Iron Ore or Magnetite.
2. Hematite, including crystalline and earthy varieties.
3. Titanic Iron Ore.

II. HYDROUS OXIDES.

1. Limonite or Brown Hematite.
2. Bog Ore.

III. CARBONATES.

1. Spathic Ore.
2. Clay Iron-stone.

The sulphuret of iron, which is not used as an ore, but is valuable for other purposes, will be noticed in the second class.

Magnetic iron ore is probably the most abundant throughout Canada. This ore has a specific gravity of a little over five times that of water, is iron-black in color, hard, brittle, and of metallic lustre. When pure, it consists of 72.4 parts of iron and 27.6 parts of oxygen, but it often contains foreign matters, either mechanically mingled or chemically combined, which reduce more or less the percentage of the ore. It is found mostly in crystalline or metamorphic rocks.

The most important deposits of this ore occur in rocks of Laurentian and Huronian age, but it is also found in rocks which have been

referred to the Lower and Upper Silurian, as well as in the Devonian and the Trias. The iron sands of the Gulf of St. Lawrence, moreover, give us examples of deposits of more recent date, and form one of the best possible illustrations of the great concentrating processes carried on by Nature.

Magnetic ores abundantly occur throughout several counties of Ontario. An important deposit in the township of South Crosby, known as the Chaffey Mine, has been worked for many years. It forms a bed 200 feet thick in gneiss rock, and has been traced for a long distance. The Mathews Mine in the same township is a continuation of this bed, and is mined with equal success. A very fine and valuable ore, free from any trace of pyrites and with very little sulphur, exists as a large deposit at North Crosby, on the land of the Hon. George W. Allan, of Toronto. The ore is a fine crystalline magnetite, and seems worthy of most careful examination. On the fourteenth lot of South Sherbrooke a bed of twelve feet occurs, which has been used to advantage in Col. Gzowski's iron-works at Toronto. Another deposit, with a thickness of sixty feet, is said to exist at Myer's Lake in the same township, and specimens of ore from this locality assay 63 per cent. of metallic iron, equal to 87 per cent. of magnetic oxide.

The contiguous townships of Madoc, Marmora, Belmont, and Seymour contain several beds of magnetic iron ore, which have yielded excellent iron. The ore is black, fine-grained, and very pure. Blast-furnaces were erected many years since at the village of Marmora, and the biggest production of iron in Canada now comes from the Blairton mines, the "Big Ore Bed," as it is called, in the township of Belmont. This bed has usually been called 100 feet thick, but it is more properly a succession of beds, interstratified with layers of slate and crystalline limestone, occupying a breadth across the strike and back from Crow Lake, into which it runs obliquely, of about [illegible].

This section was at one time nearly abandoned, as being far removed from any shipping-point, but the building of the Coburg, Peterboro', and Marmora Railway has put renewed life into its mining enterprises.

The Seymour ore-bed of Madoc, the Howse Mine and other locations in Bedford, the Foley Mine in Bathurst, the Fournier and other mines in South Sherbrooke, are all important deposits, and in some other parts of the Province others are to be found, although we have enumerated above most of those which are of real economic importance.

In Quebec, through the townships of Sutton, Bolton, and Leeds (Megantic), and at Inverness, Grenville, and Wentworth, are large and valuable deposits of magnetic ore.

At Hull, on the Ottawa River, is a valuable deposit, worked for some years and yielding 69.65 per cent. of metallic iron.

At Bristol, in Pontiac County, valuable deposits were discovered over a large area, in 1873.

In the seigniory of St. Francis, Beauce, a bed of granular iron ore, about two-thirds magnetite, with a vein forty-five feet wide, occurs in serpentine.

In New Brunswick, magnetic ores are frequently met with, but no well defined beds have been developed. The localities in which the indications are the most abundant are in the parish of Springfield, in the Nerepis Valley, in Petersville in King's County, near Dolin's Lake and Lepreau in St. John County, and at Deer Island in Passamaquoddy Bay.

In the Upper Silurian slates and quartzites of Nova Scotia magnetite occurs in veins associated with specular or micaceous ores at Londonderry, and also near the East River, Pictou County. Near Truro, a bed six feet thick is said to exist, and the fossiliferous hematites of the Devonian slates on the south side of Annapolis Valley have in many cases been more or less completely altered to magnetite, a metamorphism, according to Dr. Dawson, which has taken place chiefly at Moose River, to the south of the great mass of granite in Annapolis County. A short time since, a massive, fine grained magnetic, resembling some of the Laurentian ores, was discovered near the Nictaux River.

Valuable beds of magnetic ore occur on Texada Island, British Columbia, and they are said to exist at other points in that Province, though not yet opened for mining.

Many of the old crystalline rocks contain disseminated grains and crystals of magnetite and ilmenite, which, on the disintegration of the rocks, are gathered together and form deposits of what is known as "iron-sand." This iron-sand is always more or less mixed with siliceous sand, so that artificial processes of concentration have generally to be employed before it can be utilized for the manufacture of iron.

They exist in enormous quantities on the Lower St. Lawrence near the mouth of the Moisie River, where bloomary furnaces have been erected by Mr. Molson, of Montreal, and these sands contain 52 per cent. of magnetic grains. Other deposits in the same region, and assaying from 55 to 34.3 per cent. magnetic grains, are found at Tadousac, Mingan, Bersimis, Pentecost, Natasquan, Kagashka, Batiscan, and St. Margaret River, in localities favourable for shipment.

In Ontario they are also met with in workable quantities near Sarnia, and on the north shore of Lake Erie.

Hematite iron ores include several varieties of iron ore, consisting mainly of anhydrous peroxide of iron, the varieties depending upon texture rather than chemical composition. Specular and micaceous iron ore are terms applied to crystalline varieties with metallic lustre; earthy varieties are known as red ochre, while intermediate between the highly crystalline and the ochreous ores comes red hematite. The latter term is sometimes used by iron smelters in the same general sense that hematite alone is, to indicate any ore consisting essentially of anhydrous peroxide of iron. As a rule, hematite is freer from impurities than magnetite, [illegible] duced as hydrated oxides or carbonates, and is liable to produce grey rather than white iron, a fact of importance in connection with the manufacture of Bessemer pig.

Geologically our hematites have a wide range in time. They are found in the Laurentian, Huronian, Lower Silurian, Upper Silurian, Devonian, Carboniferous, and Trias formations.

Hematite occurs in both beds and veins, the beds generally, though not always, being the more important deposits. Like magnetite, [illegible] rocks of most diverse characters.

An important deposit in Ontario exists in the township of McNab. The bed is thirty feet in thickness, and an analysis of an average specimen gave [illegible] per cent. of [illegible].

Large amounts of red hematite [illegible] Lake Nipissing. In Madoc, and at Gros Cap, Lake Superior, large deposits are unworked. The Dalhousie Iron Mine, in the township of [illegible] tensively worked. Ores have lately been discovered at Lake N[illegible]

[illegible] States [illegible]

In Quebec, in the township of Sutton, several veins of hematite ore assay from 42 to 52 per cent. of pure iron; also in Brome, Inverness [illegible] posits is the Haycock mine near Hull, opposite Ottawa, which is [illegible] assaying from [illegible].

[illegible] exceedingly [illegible] known only in the Province of Nova Scotia. As specular, or rather micaceous, iron ore, it is found in veins in the Cobequid Hills of Londonderry, and near the East River of Pictou County, that of the latter [illegible] Dr. Dawson [illegible] Londonderry ore. Earthy red ore in veins also occurs in large quantity near Londonderry, while beds of siliceous red hematite of enormous extent occur in Pictou County.

The red ores of Londonderry are frequently associated with [illegible] a considerable proportion of water themselves and may then be regarded as mixtures of hematite and [illegible]

According to Dr. Dawson, the Devonian slates of Nictaux River, Nova Scotia, contain a bed of highly fossiliferous red hematite, having a thickness of from 3½ to 4 feet.

In Cape Breton deposits of hematite are said to occur in rocks of Carboniferous age, but little is yet known of them. The Whykocomagh mines in Cape Breton produce a micaceous iron slightly magnetic [illegible].

Near Merigomish there is a large deposit of considerable value, and Dr. Hunt in his reports speaks highly of it for making steel.

In New Brunswick large deposits of hematite ore are found at Jacksonville, near Woodstock, and the iron produced is remarkable for its great hardness and strength. When converted into wrought iron, it is, on the [illegible] of Sir William Fairbairn pronounced to be specially suited for the plating of iron-clad war vessels and similar purposes. It is also admirably adapted for steel. Furnaces were erected at Woodstock, but are not now running. Similar ores are found in great abundance near the River Beccaguimic, and also, though probably not so abundantly, on the St. John, from Flanigan's Hill to the East Glassville settlement. In the eastern part of St. John County there are deposits of hematite ore in the Quaco Hills, and at West Beach and Black River, one of these beds is said to be twenty feet thick. A large bed of hematite is also said to exist near Coot Hill on one of the upper branches of the Nerepis.

Hematite ores are reported as found in some parts of Manitoba and the North-west Territories, but no particulars can be yet given.

Titanic iron ore is found chiefly in rocks of Laurentian age. Some of the ores of Broome and Sutton in Quebec contain from twenty to thirty per cent. of titanic acid.

The largest deposit known is at Bay St. Paul, where furnaces for smelting have been erected. It occurs in rock mainly made up of triclinic feldspar, and is ninety feet thick.

At St. Julien, near St. Lin, on the property of Joseph Barsalou, Esq., of Montreal, is a valuable deposit, and also at Bay of Seven Islands.

Limonite and Bog Ore.—Limonite, which in some of its forms is often called brown hematite, consists essentially of peroxide of iron combined with water, the theoretical proportions being 85.6 of the former to 14.4 of the latter.

The term limonite is generally made to include bog ores, which, however, is scarcely correct, as the ores to be described as limonite usually occur in veins, being the result of the alteration, generally *in situ*, of other ores of iron or of such minerals as ankerite. If they contain organic matter at all, it is, so far as known, in very small quantity. The bog ores, on the other hand, appear generally to contain a considerable quantity of organic matter, and occur, moreover, as patches or beds in low grounds.

In Ontario, the bog ore chiefly occurs, and is found in various localities on the shore of Lake Erie, in the townships of Charlotteville, Middleton, Windham, and elsewhere.

In Quebec, they exist largely at Vaudreuil, where the beds are from four to eight feet thick, and contain about 52 per cent. of iron. Ores of more or less purity are found also at Bastard, Stanbridge, Farnham, St. Vallier, St. Angelique, and St. Elizabeth.

In the seigniories of Green Island, Villeray, Cacouna, and Rivière du Loup many traces are met with. The ore-bearing tract measures twenty-five miles east and west by six miles north and south over this region.

The Forges St. Maurice forges or blast-furnaces, near Three Rivers, produce [illegible] of iron which is much esteemed for car wheels and like purposes, and are, or have been, supplied by the [illegible] St. Maurice, Champlain, and other seigniories. [illegible] Batiscan River called the Radnor Forges, are [illegible] and the adjoining seigniory of Champlain. Messrs. Larue & Co., the proprietors, sent a pair of car wheels [illegible] the International Exhibition, which were said to have run [illegible] miles. Here, also, is a large rolling [illegible].

In Nova Scotia, limonite of the brown hematite variety is found very pure near the East River, in Pictou County, and the Londonderry [illegible] County are among the largest and most [illegible] in the Dominion. Here are the Acadia Iron works with [illegible] furnaces. The ore is of the best quality, and the average yield from smelting is over fifty per cent.

At Brookfield, near the line of the railway between Halifax and Truro, large masses of limonite are said to occur scattered over the [illegible].

[illegible] New Brunswick along the northern [illegible] Hills in Queen's and Charlotte counties.

[illegible] British Columbia [illegible] have yet to be [illegible].

Spathic iron, composed of crystalline carbonate of iron, is the [illegible] Dominion only one deposit being known which gives any prospect of being of economic [illegible].

The deposit alluded to occurs near Sutherland's River, in Pictou County, Nova Scotia. It appears to be a bed, the rocks above and below being sandstones of the millstone grit formation. It is highly crystalline, and of a grey or brownish grey colour. Though perhaps not rich enough to be smelted as an ore, it would be an excellent [illegible].

Clay iron stone is a compact, earthy ore, varying in colour from light brown or grey to black, the different shades often depending upon the presence of organic or coaly matter, or upon the peroxidation of the iron when the ore has been exposed to atmospheric action. It consists of carbonate of iron mixed with clay and other impurities, and though not rich in iron has be a the [illegible]

[illegible]

In Nova Scotia, they occur in the Carboniferous shales of the Cape Breton, Pictou, and Cumberland coal fields, though very little is yet known of the thickness or quality of the deposits.

Clay iron stones also occur in the Carboniferous Rocks of New Brunswick, but whether they are widely distributed or not is not reported. Gesner's report, in 1840, says the quantity on Salmon River is very considerable.

In British Columbia, the coal-bearing rocks of Cretaceous age in Vancouver Island often contain iron stones, though little is yet known as to the quantity. At the Bayne's Sound mines the nodules are of large size, some of them being flat or lenticular, and others round: the former vary in length from six inches to four or five feet and in thickness from six to eighteen inches, and the latter are often as much as eighteen inches in diameter. Mr. Richardson thinks that in this locality sufficient could be obtained for the supply of a blast furnace. East of the Rocky Mountains Cretaceous iron-stones again occur, but little can be said as to the quantity until further explorations have been made.

Those of Tertiary age occur in the lignite-bearing strata west of Red River, in the vicinity of the forty-ninth parallel, where they have been observed by Hector, Professor Bell, Mr. G. M. Dawson, and others. The recently published report of the last-named gentleman speaks of them as abundant, and in close proximity to the coals of the same region, and says that "should these ores ever come to be worked, limestone for use as a flux could be obtained in considerable quantities from the boulders of Silurian age which strew the plains in many places."

Clay iron-ores from Edmonton were assayed by Mr. C. Hoffmann and gave an average of 34.05 per cent. of metallic iron. They seem to be rich and valuable ores, and are all carbonates, with an external coating of hematite.

We must refer the reader who may be interested, to the report of Mr. Harrington in the Geological Reports for 1873-74, for a very valuable chapter upon the cost of production of iron ores in Canada, wages, transportation, cost of mining, etc.

We have shown that Canada possesses inexhaustible supplies of rich ores of this precious metal, and it cannot be doubted that skilled labour and capital will one day make the iron mines of the Dominion a great source of national wealth.

Lead.—The only ore of lead met with in Canada is the sulphuret or galena. Galena almost always holds small portions of silver, and in some cases the amount of this metal is sufficient to render it valuable as a silver ore.

Well-defined veins of galena are met with in many localities traversing the rocks of the Laurentian series; and in some cases they pass upwards through the overlying Potsdam and Calciferous formations, showing them to be younger than the latter.

In Ontario, several veins of galena occur in the townships of Bedford, Lansdowne, Stonington, Peterboro', and Ramsay, and in several localities the mines are worked. On Lake Superior several veins occur, some of which are, as at Black River, extremely rich in silver.

At Thunder Bay, and the Nipigon region to the north-west of Lake Superior, very numerous and valuable veins of ore are found, and several mines opened and worked profitably.

On the seigniory of the Hon. L. J. Papineau, at North Petite Nation River, a lode of six or eight inches exists; and at Upton, Acton, and Bolton, all in the Province of Quebec, veins of some magnitude occur

At Little Gaspé Cove, also, mines have been opened, from which specimens of sixty per cent ore have been obtained.

In New Brunswick and Nova Scotia, galena occurs at a number of points, but nowhere in quantities of any importance so far as developed.

Copper.—This metal occurs in Canada in the forms of native or metallic copper, and of the sulphuretted ores. The former is confined principally to the rocks of the upper copper-bearing series on Lake Superior. The latter are widely diffused through the Laurentian series. In Ontario, on the north-eastern shore of Lake Huron, in the Huronian rocks, extensive veins of rich copper ores have been mined for years, often with great profit, as at the Wellington, Bruce, and Wallace mines. At Echo Lake, Root River, and the region about Lake Maskanongi and the Mississagui River, many valuable indications of copper exist. On Lake Superior the native copper, which is so extensively and profitably worked on the Michigan shore, also exists in large quantities over the north or Canadian shore. Many locations have been surveyed and taken up, and it can scarcely be doubted but that in time a mining region will be developed, second only to that in Northern Michigan.

In Quebec, the rocks of the so-called Quebec group, which are an equivalent to the copper-bearing strata of Lake Superior, contain numerous deposits of copper ores.

At Upton, Wickham, and Acton, the veins are many, but for the most part in irregular and interstratified masses. At Acton, about 1000 tons of very rich copper were extracted, when the vein became exhausted; but millions of dollars have been invested through this region in veins giving similar promise, chiefly by United States capitalists.

At Harvey's Hill, in Leeds, an extensive mine is worked by the English and Canadian Copper Company; and on the St. Francis River, and at Halifax, Sutton, St. Margaret, Ascot, Bolton, Ham, and other places through the Eastern Townships, copper exists and in many cases mined. As this large industry becomes developed, the question will arise as to the most accessible point of transportation to cheap fuel for smelting, and although the poorer ores may be reduced near the mines, the richer will still be carried to the vicinity of coal. It may therefore be anticipated that those from Eastern Canada will eventually find their way to the coal-mines of the Lower Provinces.

In the North-west, large deposits of copper are said to exist beyond Lake Nipigon, and traces are also found in British Columbia, on the mainland.

In the Lower Provinces, the veins of ore on the right bank of the St. John River, near Woodstock, New Brunswick, have attracted much attention. At Adams Island, Passamaquoddy Bay, and many points in Charlotte, St. John, Albert, King's, and Westmoreland counties, deposits more or less valuable exist, and are in some instances profitably worked. Copper is also said to exist in Nova Scotia, near Polson's Lake, and elsewhere, but is not yet developed by working.

Nickel is found sparingly diffused through the magnesian rocks of the Quebec group. At two or three points only have ores been found yielding any considerable percentage of nickel, but its high price will allow very poor ores to be wrought to advantage; and these deposits may be worth careful examination. At the Wallace Mine on Lake Huron, and at Michipicoten Island, near Lake Superior, are the two best deposits yet known. Deposits are found also at Orford and the Eastern Townships.

Silver.—Native silver occurs in large quantities at several points on Lake Superior, and the copper ores of the Province of Quebec also contain small portions of silver. Some of the galena ores also contain silver in quantities worth extracting, as at St. Francis, Beauce, Vaudreuil, and Moulton Hill, in Quebec, where the assays were from thirty-seven to sixty-five ounces to the ton, and at Meredith's location on Lake Superior, where the assay yielded thirty ounces to the ton. With the present improved processes, so small a quantity as four ounces may profitably be extracted from a ton of lead.

At Thunder Bay, on Lake Superior, silver in a native state has recently been discovered in many localities, such as Silver Islet, Prince's location, the Thunder Bay mine, Silver Lake, Pie Island, and McKellar's Island, and several mines produce large results.

Silver mines have also been opened in British Columbia, near Hope, on the Fraser River; a yellowish decomposed vein-stone, brought by Mr. Richardson from this place, was assayed, and gave at the rate of 271.48 oz. of silver to the ton (2000 lbs.). From the general geological features observed in portions of Central British Columbia, there is every reason to anticipate that a rich silver bearing region exists there, which only requires for its speedy development the introduction of the capital, enterprise, and skill which are certain to follow the opening up of direct communication with the East, but for the present want of which the silver veins, as well as many of the other great natural resources of this portion of the Dominion, remain unproductive and neglected.

Gold exists over a large extent of the Eastern Townships in Quebec, and has attracted labour and capital for its development. It was first noticed in the sands of the Chaudière Valley in 1835, by General Baddeley, R.E.; but the examinations of the last few years only have resulted in its being worked. The source of the gold seems to be the crystalline schists of the Notre-Dame range, and the drift is spread over a wide area on the south side of the St. Lawrence. From Melbourne to Sherbrooke on the St. Francis River, and on Lake St. Francis; on the Chaudière and its tributaries, from St. Mary to the frontier of Maine, and at the Rivière du Loup, gold is to be found; and mining has been carried on at Chaudière and Rivière du Loup with considerable results from the alluvial washings only. Latterly machinery has been erected at Chaudière to assist in developing the rock ores.

In Ontario, at Madoc and Marmora, several discoveries have been made of gold, partly in quartz veins and partly in decomposed rock, and several mines have been opened and worked with success in both townships. They are usually known as the Marmora Gold Mines.

The geological conditions in North-western New Brunswick being analogous to those of auriferous countries generally, and especially of Eastern Quebec and Nova Scotia, it has always been stated as a gold-bearing region, and the explorations so far undertaken, both for alluvial deposits and gold-bearing rocks, have been moderately encouraging. On the Tobique and its tributaries, mining leases have been taken up.

In Nova Scotia, gold-mining has been extensively followed, with varying results, for years. In 1870, the Nova Scotia gold fields were visited in person by Mr. Alfred R. C. Selwyn, the director of the geological surveys of Canada; and, as Mr. Selwyn had been, before coming to Canada in 1869, for sixteen years director of the geological surveys of the Province of Victoria in Australia, he was peculiarly fitted to investigate these fields and their workings. His report in full, in the volume of Geological Surveys for 1870-71, should be read and heeded by every one proposing to venture on gold-mining in Nova Scotia.

The comparisons drawn *geologically* between Nova Scotia and Victoria are favourable, but he shows conclusively that, to produce analogous results, more economic and skilled labour, and more careful investigation before the expenditure of capital, must be substituted for the present wasteful customs. Mines in Victoria are worked to pay ten per cent. dividends on a less yield of gold per ton than the amount wasted in the *tailings* of some of the Nova Scotia mines; and in Australia the same number of stamps do from fifty to a hundred per cent. more work per day than in Nova Scotia.

The gold in Nova Scotia occurs principally in quartz veins in stratified slaty and quartzose rocks along the Atlantic coast, covering an area of probably 1500 square miles. The mines worked are mainly in the districts of Stormont, Sherbrooke, Wine Harbour, Waverley, Montague, Tangier, Oldham, Renfrew, Caribou, Uniacke, and Gay's River. In 1873, there were fifty-three mines open, mostly in small areas, and worked upon the tribute system. Only one or two are alluvial mines.

The auriferous lands of British Columbia do not appear to be confined to any single district of that great Province. They extend all along the Fraser and Thompson rivers, and are particularly rich in the district of Cariboo, and the new gold mines of the district of Omineca, in the north of Columbia, appear to extend over a very large tract of country.

On Vancouver Island very valuable stream washings have been wrought for a long time. On the mainland the gold of the Fraser and North Thompson rivers seems to be derived from the "terrace deposits" which border these rivers, and affords a fine field for hydraulic mining.

In many localities quartz veins intersperse the slaty rocks, and it seems to be established that from the United States frontier to the fifty-third degree of north latitude, and to a width of from one to two hundred miles, gold is found nearly everywhere.

The yield is gradually increasing, that for 1874 being in the neighbourhood of a million and a half of dollars, and an increase of over four hundred thousand dollars beyond that of last season.

Gold is also distributed at some points on the east side of the Rocky Mountains, and has been met with in the branches of the Saskatchewan, from Edmonton to the forks. Mr. Selwyn says that it is, no doubt, "washed out of the drift, and as there is little probability of its having come from the unaltered strata underlying the plains, it is to be inferred that it has been derived from the crystalline rocks to the north-eastward, probably somewhere between the Methy Portage and Athabasca Lake. These rocks lie at a distance of only about 250 miles from Edmonton in that direction."

Antimony is found in workable veins at Prince William, near the Woodstock road, in New Brunswick. The ore is sulphuret of antimony, occurring both in pure masses and more or less mixed with gangue. No other workable deposit is known, we believe.

II. MINERALS USED IN CERTAIN CHEMICAL MANUFACTURES.

Iron Pyrites is of three species, but only one—the common cubic pyrites, or bisulphuret of iron—is of any economic importance. This is used chiefly for making sulphuric acid and copperas. Considerable deposits occur at Elizabethtown, near Brockville, Ontario; also at Garthby and Ascot, in the Eastern Townships of Quebec. In New Brunswick it is abundant in the strata of the St. John group in Queen's County.

Chromium, or chromic iron ore, is chiefly used as an ingredient in the production of bichromate of potash, used in dyeing and calico printing. It is met with in considerable quantities in Quebec, in the townships of Ham, Bolton, Melbourne, and at Gaspé, but is not yet used commercially, although it could be to advantage.

Manganese, used in the manufacture of chlorine, is to be found on Lake Superior. In Quebec at Stanstead, Bolton, and St. Mary's, and in New Brunswick at Markhamville, King's County, it is mined to a considerable extent. It is also found in Hants County and elsewhere through Nova Scotia.

Titanium, or *titanic iron ore*, is used for the production of titanic acid for the manufacture of colors. It is also susceptible of other applications in the arts.

The largest body of this ore known in Canada is at Bay St. Paul, in Quebec. It is, however, often found through the Laurentian series. This ore has been more particularly referred to in the classification of iron ores.

Molybdenum, a rare metal, exists in nature for the most part as a sulphuret, and is used for dyeing silk, cotton, and linen, and for other purposes. It is found in some quantities on the north shore of the Gulf of St. Lawrence, and at Harvey Hill, near Leeds. It is also met with on Lake Superior. It is a mineral, soft and unctuous to the touch, of a leaden-grey colour, and is often mistaken for plumbago, from which it is, however, distinguished by its much greater weight.

Magnesia and its salts are extensively used in pharmacy. It is obtained from serpentine or hydrous silicate, from magnesian limestone or dolomite, and from the native carbonate. The latter is much better fitted for the preparation of magnesian salts than either serpentine or dolomite. It is a rare rock in most parts of the world, and it is therefore not improbable that the large quantities of it to be found in the Eastern Townships of Quebec, particularly near Bolton, may one day become an article of export.

III. MINERALS USED IN AGRICULTURE.

Phosphate of Lime, or apatite, is used in the arts for the manufacture of phosphoric acid and of phosphorus, and in the composition of certain porcelains; but its largest application is as a fertilizer, after being manufactured into the superphosphate of lime.

This substance is found in abundance among the Laurentian rocks of Canada, and in Ontario, along the Ottawa, and the line of the Rideau Canal, near Perth, it extends over an area of many square miles.

Its production has been for some years now successfully attempted at the large deposits in North Burgess, South Crosby, and Elmsley, and Bedford, Stonington, and Loughborough, where there are a very great number of locations worked, and a large amount of phosphate is exported.

Latterly very valuable deposits of apatite have been discovered and opened for mining on the north side of the Ottawa, in Buckingham, Templeton, and Portland townships.

Gypsum is found in great abundance in Ontario; the outcrop extends from the Niagara River to Lake Huron for a hundred and fifty miles; but the mines now worked are comprised in about thirty-five miles along the Grand River, in Cayuga, York, Seneca, Brantford, and Paris. A very large amount is annually raised and used as a fertilizer, or ground for cement and stucco.

In Quebec, the supplies come mainly from the Magdalen Islands. Extensive and practically inexhaustible beds of gypsum are found in New Brunswick, on the Tobique River, at Hillsborough, Sussex, and other points. There are important works near Hillsborough, in Albert County, for the manufacture of plaster from the gypsum which abounds in that neighbourhood. There are extensive beds also worked in Nova Scotia, at Windsor, Cheverie, Parrsborough, Black River, and elsewhere, and a very large product is exported thence to the United States, or sent to local markets.

Marl, or carbonate of lime, is found in marshes and shallow lakes, where it is formed by the waters of springs highly charged with lime, which is held in solution as bicarbonate, and deposited when the waters come to the air.

When calcined, marl yields a nearly pure and white lime for mortar and other uses. It is often overlaid with deposits of black mould or peat, and is used as a valuable manure for sandy soils.

It is found in many localities in Canada; in Ontario, deposits of it are abundant in the counties of Bruce and Grey; also at Kingston, Loughborough Lake, Elmsley, McNab, and along the Ottawa. In Quebec, it exists at Argenteuil, St. Armand, the island of Montreal, Gaspé, and the island of Anticosti. Workable deposits of it are not found in the Lower Provinces.

Salt was discovered in 1866, near the town of Goderich, Ontario. The brine here obtained is one of the purest and most concentrated known for the manufacture of salt. The borings go down through the limestones of the Onondaga and Guelph formations, and two or three hundred feet of red and blue shales, which carry rock salt as their base. The area is extensive, extending from Clinton, through Goderich, to Kincardine, a distance of over forty miles long by seven or eight wide. The manufacture has become important in its dimensions, the position of Goderich on the lake, and at the terminus of a railway, offering great advantages.

Salt springs exist, and no doubt salt deposits, in Manitoba and the whole country north of the Saskatchewan River. They are found at Black Sturgeon River and Lake Manitoba; at Lon Salt River, an affluent of Slave River in the North-west, Sir John Richardson, in 1820, reports seeing copious springs issue from the base of a long ridge some hundreds of feet high, and, spreading their water over a clayey plain, deposit much pure common salt.

In Nova Scotia, the salt springs of Cape Breton appear to issue from rocks lying towards the base of the Lower Carboniferous formation, and are situated on the north side of the Little Narrows of Bras d'Or Lake. Here several saline springs of more or less strength occur in close proximity over an area of about twelve acres of flat marshy land. Much hydrated peroxide of iron is deposited in the water-courses, the odour of sulphuretted hydrogen pervades the atmosphere in the vicinity, and the vegetation is destroyed around all the springs. The strongest spring discharges from 100 to 200 gallons per minute. It is stated that, by evaporating in two com-

mon iron pots, each containing about three gallons, from two to three bushels of salt were made per day, and it had been proposed many years ago to establish works for the manufacture of salt at this place, but the enterprise has not been carried out. At Springhill, Cumberland County, a company is working the salt wells to a large extent.

IV. MINERALS USED AS PIGMENTS

Under this head come the minerals used as paints. The marls just alluded to are sometimes used in this way for whitewashing, or mixed with cheap colours.

Iron Ochres, similar in composition to limonite or bog-ore, but being soft and pulverulent, instead of forming solid masses, are extensively used as cheap paints. The colour of these ochres is generally a shade of yellow or reddish brown, but sometimes purplish or blackish hues are met with.

These ochres are extensively manufactured in Canada, and are found most abundantly in Quebec, at St. Anne's, Cap de la Madeleine and Durham. In Ontario, at Owen Sound and Nassagaweya, these ochres are found in large quantities, and at one or two places in the Lower Provinces, in a smaller degree.

Sulphate of Baryta is also used as a paint, or for mixing with other pigments as an adulteration, by reason of its greater weight. It is largely used in the composition of cheap white paints. It is also used as a surface gloss for paper-hangings. It is found in Ontario in Lansdowne and Burgess townships and from Pigeon River to Fort William, on Lake Superior; and at Gaspé, in Quebec. A beautiful vein of this mineral occurs in the township of Hull, in this Province, varying from two to three feet thick, on a property owned by Hon. Peter Mitchell and F. P. French, of Ottawa. It is of an opaque white colour, and nearly pure.

V. COMBUSTIBLE AND CARBONACEOUS MATERIALS

In the Central Provinces of Canada, coal cannot be counted among the economic minerals, but in both the Atlantic and Pacific Provinces it is found in quantities to make it of the first importance.

In Nova Scotia coal-mining assumes large proportions. The principal localities of the coal-fields are in Cape Breton, and in Pictou and Cumberland counties, though veins have been traced, and in some instances opened, in Victoria, Inverness, Richmond, Hants, and Guysborough counties.

We cannot attempt any strictly geological description of these fields, but refer the reader to the extensive reports of the Geological Surveys, or the valuable work on "*Acadian Geology*," by Dr. J. W. Dawson, of McGill College, Montreal. From his widely extended examinations of the Carboniferous rocks of Nova Scotia, Dr. Dawson has subdivided the system into five subordinate formations in descending order:

"1. *The Upper Coal formation*, containing coal formation plants, but not productive coals.

"2. *The Middle Coal formation*, or coal formation proper, containing the productive coal beds.

"3. *The Millstone-grit Series*, represented in Nova Scotia by red and grey sandstones, shales and conglomerates, with a few fossil plants and thin coal-seams, not productive.

"4. *The Carboniferous Limestone*, with the associated sandstones, marls, gypsums, etc., and holding marine fossils recognized by all palæontologists who have examined them as Carboniferous.

"5. *The Lower Coal measures*, holding some, but not all, of the fossils of the Middle Coal formation, and thin coals, not productive, but differing both in flora and fauna from the Upper Devonian, which they overlie uncontormably."

These overlie generally a series of metamorphic rocks, consisting of quartzites, felsites, altered slates, and conglomerates, which are probably of Devonian and Silurian age.

The productive coal-measures of Pictou County consist of seams of good bituminous coal, interspersed with black carbonaceous shale, and in some parts with sandstones and fire-clay. The coal seams vary in thickness from two or three to thirty six feet.

The coal-fields are divided into mining areas, which are leased by the Province under the authority of a Commissioner of Mines. In the Pictou district, the principal mines are:

The Albion Mines, worked by the Halifax Company (limited), having an area of four square miles, with a number of collieries in active operation. The greatest depth reached in the borings is about 900 feet. A railway, six miles long, with numerous branches and sidings, connects the mines with the loading-ground. The loading-wharf is at Pictou Harbour, extending 400 feet into 22 feet of water. The output of these mines is about 150,000 tons per annum.

The Acadia Coal Company hold, under three leases, an area of six square miles. On one area is a peculiar oil-coal, containing from 62 to 120 gallons crude oil to the ton, and valuable for gas-making and distillation. The company also possess a railway of three and a half miles to the Intercolonial junction, and a shipping-wharf, with 20 feet of water, at Pictou Harbour. Their output is from 120,000 to 140,000 tons per annum.

The Intercolonial Coal Mining Company, of Montreal, have an area of three square miles. Their principal colliery, the Drummond, was the scene of an explosion a few years since, which seriously retarded their outputs, but they have facilities for upwards of 100,000 tons per annum, with extensive wharfage on Middle River.

The Nova Scotia Coal Company have an area of four square miles and a shipping wharf at Middle River. Their capacity is upwards of 100,000 tons per annum.

The Vale Mine, belonging to Sir Hugh Allan of Montreal, has an area of three square miles, and a capacity not yet fully developed, but promising results equal to its neighbours.

In this district several more mines, covering an area of several square miles, are under lease, but not worked at present.

The Pictou coals, long known as good house coals, have by recent experiments been proved of sound fitness for steam coals and [illegible] making.

The Cape Breton coal mines are still more important and extensive than those of Pictou. The [illegible] Sydney coal-field is the most important on the island, comprising an area of over 200 square miles. Bounded on three sides by the Atlantic Ocean, and with the whole coast deeply indented with bays or harbours [illegible] those of Sydney and Louisburg, this district [illegible] in the Dominion to the supply of fuel to the [illegible] steamers navigating the Atlantic.

Mr. Charles Robb, who made a [illegible] examination of this coal area in 1873, and detailed measurements of the exposures at various points, gives it as his opinion that the whole region occupied by the productive coal-measures in the eastern coal-field of Cape Breton is probably underlaid by only one set of seams, the continuity of which, however, is interrupted by bays or [illegible].

The aggregate thickness of coal in workable seams is from forty to fifty feet, the seams varying from three to nine feet in thickness. As the seams dip at a low angle seaward, and much of the coal will be available with due caution and care in the submarine as well as in the land areas.

The coal is of a nearly uniform bituminous variety, much of it applicable for the manufacture of gas, and comparable for steam purposes to the best English coal.

As compared with Pictou coal it is characterized by a greater proportion of combustible matter and less ash, but on the other hand it contains more sulphur.

Of all the coal mines in Cape Breton the Sydney Mines are not only the first established, but by far the most extensive and important. In 1827, these mines came under the exclusive control of the General Mining Association, a London company, who now hold under lease in this district more than 3,000 acres, which are for the most part underlaid by large workable seams of coal. From 1827 to the present time, this company have worked their mines regularly and systematically, and in the most skilful and economical manner. Mining operations have been confined to three seams at these mines, of which the principal is the Sydney main seam, about six feet in thickness. An estimate has put the available coal of this seam alone at over 25,000,000 tons. Four miles of railway connect the mine with loading-wharves at North Sydney. The capacity of this mine with the present works is from 150,000 to 200,000 tons per annum, which may be more than doubled by additional works.

The Lingan Mine, belonging also to the General Mining Association, covers an area of fifteen square miles, and is underlaid its entire length by several important seams of coal. It is a specially good coal, and largely exported for that purpose. The capable production of this mine is about 100,000 tons per annum, though not so much by half is produced.

The Victoria Mine coal, for house and steam purposes, is among the best in the district. The area is four miles, and the annual average production from 15,000 to 20,000 tons.

The International, Caledonian, Gardiner, and Little Glace Bay mines are situated a few miles from Sydney Harbour, and are connected with it by a line of railway, and have respectively four, two, and three mile areas. Their average capacity is somewhere about 100,000 tons per annum each, but, of course, it is not fully worked up to. The coal is chiefly exported to New York and Boston.

The Gowrie and Block House mines, in Cow Bay, are of importance, the latter being regarded, from the size and quality of the coal seam and its advantageous situation for shipments, as, next to the Sydney Mine, one of the most important and productive in Cape Breton. The works of the Block-House Mine are equal to 1000 tons per day, and 600 tons per day *have* been, in some seasons, delivered from the mine. The coal is extensively exported as a steam and gas coal of superior quality.

The "Glasgow and Cape Breton Coal and Railway Company," an association of English capitalists recently formed, has amalgamated under one management with the railway, the mining areas of Lorway, Emery, Reserve, Haven, Lake Balmoral, and Schooner Pond.

The railway, eighteen miles in length, from Sydney Harbour to Schooner Pond passes through, or connects by short branches with all these mines. The road is a three foot gauge, substantially built and ballasted with rubble and *slack* coal, and equipped with Fairlie engines and a sufficient number of English four-ton coal-wagons and is being extended to the port of Louisburg, which will add materially to the value of this coal-field, by furnishing an outlet the whole year round from what must one day be one of the most important coaling stations on the Atlantic seaboard.

The New Campbellton Mines were reopened in 1873. The property comprises three square miles, a small proportion of which is sea area, but easily accessible from the land. It is situated on the northern side of the Great Entrance of the Bras d'Or Lake, a very extensive and deep arm of the sea stretching far into the interior of the Island of Cape Breton, and lies at the north-western extremity of the Sydney coal-field, and about thirteen miles distant, on the course of the beds, from the Sydney Mines. Most of the coal-seams of the Sydney Mines are traceable throughout the whole of this distance, and although at the Great Bras d'Or Entrance their direct continuity seems to have been interrupted, and their course deflected considerably to the west, it is nevertheless believed on good ground that several of the most important seams of the district underlie the New Campbellton property in a basin shape, with their outcrops comprised entirely within the area.

Three seams of coal aggregating twelve feet, are included within a thickness of 115 feet on this property and considerable coal has been obtained since the reopening. Supposing these three seams to maintain their thickness and to be unaffected by faults, they will underlie, at a moderate and easily workable depth, an area of 1000 acres, and contain 15,000,000 tons of coal, exclusively of the vertical portions of the seams, which may be estimated to contain 5,000,000 or 10,000,000 tons additional. It is proper to mention, however, that the six foot seam, where cut and partially worked at the tunnel, is irregular in thickness, and may not prove to be workable throughout its whole extent; but on the other hand there are evidences of the existence of other seams lying both above and below those specified. The coal from these mines is shipped from Kelly Cove, a capacious and sheltered harbour three miles from the ocean, and close by the mines, with which it is connected by a railway one and a quarter miles long.

The mines of Cumberland County have only lately assumed importance, but recent surveys are proving the coal-fields underlying this region to be very extensive.

The workable seams of coal are numerous, running from two to thirteen feet, with an average dip of thirty degrees. The report of the late Mr. Edward Hartley on the Springhill coal-field, which possesses the most important section of this county, speaks highly of its character as follows:

"An examination of the external character of this coal shows it to be a bituminous coal of a moderately compact texture, and not inclined to fall to pieces on exposure. Its colour is a bright brownish black, but not except on the faces of [illegible], which show a few patches of mineral charcoal. But a small proportion of the coal shows a shaly lamination or tendency to break with the planes of deposition.

"The analyses show this coal to belong to the class known as highly bituminous or caking coals, in character very similar to those of the north of England known as North Country or Newcastle Hartley coals.

"The high rate of volatile to fixed combustible matter should render this coal a competitor with the Newcastle coals, which it resembles, as a valuable gas coal, whilst the amount of sulphur it falls much below the average of Newcastle coals; therefore the gas obtained from it should be very easily purified.

"The coke of this coal appears in every way well adapted for use, smelting, as it is firm and rather compact, and in contents of ash and sulphur will compare favourably with that from any coal of the Provinces, the latter being a most important point to consider in its value for iron smelting."

The Joggins Mine, with an area of two square miles, is situated on the coast at the entrance to Cumberland Basin, and is the oldest in this region, with good shipping facilities and works capable of an output of about 50,000 tons, but not working up to quite half that amount.

The Scotia Mine has an area of four square miles, but is only lightly worked as yet.

The Springhill coal-field is situated about twenty miles south-east of the Joggins shore. The Springhill Mining Company's area of three square miles has attracted much attention as being the most important mine yet opened in the recently surveyed district. The great eleven feet vein in this area has been traced and proved, and a rapid development of the mines of the district is probable.

The Springhill Company have opened their workings successfully. Two slopes have been commenced fifty chains apart. The west one has been driven about 420 feet, and the requisite pumping and winding machinery erected. The engine is a single sixteen inch cylinder with a four feet six-inch stroke, geared three to one, and driving a nine feet drum. Engines of a heavier class and more permanent character are in course of erection at the east slope, where in future the principal output is expected to be made.

A good deal of coal is being marketed by means of the Springhill branch, four miles in length, of the Intercolonial Railway, but when the completion of the Springhill and Parrsboro' Railway opens communication with a good port of shipment, it will enable them to ship to the New England markets, and compete with the Cape Breton coals for gas-making purposes.

The capable production of this mine depends on the extent of the works erected. The seams of coal are abundant to supply exhaustless quantities.

The Springhill and Parrsboro' Mining and Railway Company, who are building the road before alluded to, and the General Mining Association, and others, have large areas in this field awaiting development.

Borings and surveys made in 1874, by Mr. Scott Barlow, have shown the existence of many valuable seams from six to thirteen feet in these properties, which will no doubt be soon actively mined.

The mines of the remaining counties of Nova Scotia require no special notice.

The total output of all the mines is from 1,000,000 to 1,200,000 tons per annum. Those of Inverness County are of extent and value, with a bituminous coal of excellent quality, but hitherto their development has been retarded by the want of a port of shipment, a fault which is likely soon to be remedied by the construction of a railway connecting the coal-mines of Broad Cove, Mabou, and other parts of the county with a shipping-port on the Strait of Canso, and the railway system of Nova Scotia.

The great Carboniferous area of New Brunswick has a triangular form, the base resting on the Gulf of St. Lawrence, and the apex situ-

ated near the boundary-line between the counties of York and Charlotte, embracing fully one third of the area of the Province.

Much of it is yet unexplored in detail, but a survey was begun, in 1873, of the counties of Queen and Sunbury, and part of York, which it is intended to extend over the whole area. The coal formation of New Brunswick is divided by the reports into three series, the Lower, Middle, and Upper Carboniferous formations, with a base of conglomerate rocks.

The limestones which are so common in the Carboniferous rocks of Nova Scotia here appear to be generally wanting, but the red conglomerates and sandstones which accompany these limestones are universally distributed, making a close lithological resemblance to the underlying series of the Pictou coal measures. No extensive mining operations have yet been carried on in the district under survey, though several small mines are opened, and coal to a considerable amount is taken out at points near Grand Lake and on the Newcastle River. In this area the coal-croppings are numerous, and the country is everywhere occupied by the strata of the Middle Carboniferous formation (productive coal measures).

On the Salmon River, coal was mined nearly two centuries ago by the French; and on the North Branch several good indications are seen, and on Coal Creek mines have been worked to some extent.

West of the St. John River, coal-seams are exposed at various points on the Nerepis River.

A valuable seam has lately been opened called the Clones Coal-seam, near the source of the Nerepis, and with easy communications to a market. On the Ottabog and Mercereau brooks, in the same locality, outcrops of coal exist.

The total area of this district over which workable seams of coal may be looked for, is over 1000 square miles, and we cannot do better than quote from the report of the surveys of 1872-73 a few words on this point, to show (as a curiosity of figures to the uninitiated) the calculations of the possible enormous quantity of coal beneath.

"We are not yet possessed of sufficient data to justify the assertion that the various outcrops of coal met with over this area, and at widely separated points (such as Clones, the Washademoak, Ottabog, Little River, Nashwaak River, etc.), belong to the same seam as those at Grand Lake, though there are facts which favour such a supposition; there is, however, no reason to doubt that those in the neighbourhood of the last-named lake are all of the same seam, and that consequently the area over which it may be safely regarded as extending is a very considerable one. Thus the areas of the Newcastle, Salmon River, and Coal Creek coal-fields are about one hundred and twelve square miles. Adopting twenty inches as the average thickness of the coal seam, and 79.4 lbs. as the weight of a cubic foot of coal (the specific gravity being 1.27), and deducting one-fourth for the areas occupied by Salmon River and Grand Lake, the total amount of coal within the areas in question would be (at the rate of 2000 lbs. to the ton) not less than 154,045,147 tons.

"It is, however, to be observed that the true area of the coal fields in question, and more particularly that of Newcastle River, is probably much larger than has been stated above; the line which has been chosen as marking its western limits really indicating only the point where the rocks of the Middle coal formation pass beneath those which form the highest member of the Carboniferous system, and under which they could probably be reached at no great depth. The occurrence of a coal-seam on Little River in Sunbury County, having about the same position and thickness as those of Newcastle, renders this supposition highly probable. Moreover, the thickness of the coal beds at Clones does not differ very greatly from that of the beds at Grand Lake, and it is not improbable that a large part of the area occupied by the productive measures, and more particularly where the Newer coal formation exists, is underlaid by the same seam. Supposing this to be the case, and deducting one-third for the area occupied by the barren measures at the base of the Middle Carboniferous formation, or rendered unavailable by being covered with lakes, the possible total yield of coal from a seam of twenty inches covering the remaining area would be not less than 3,510,430,357 tons. Setting aside, however, this supposition as confessedly based upon too imperfect data, we can still hardly doubt that the area over which the principal seam of coal in the Grand Lake region may be reasonably supposed to extend, is at least two or three times greater than that employed in the above calculations, and that therefore the estimate of its productive capacity may be fairly increased in a corresponding ratio."

It is to be regretted that the report of the surveys of this region made by Professors Bailey and Matthews during 1874, could not also be obtained in time for this article, as being likely to show more particular developments.

There exists also in Hillsboro' County, New Brunswick, a famous mine of coal called the Albert Mine, which produces coal largely impregnated with oil, and of extraordinary gas-producing qualities. It has long been disputed whether this was a bed or a true vein, but the late Mr. Hartley, of the Geological Survey, confirms by his report the view taken by Dr. Dawson and others, that it is indisputably a vein. When the discussion first arose, the mine was only 300 feet deep, and worked 300 feet on the strike; now it is 1300 feet deep, and worked over half a mile on the strike. This coal, called Albertite, is said to yield 100 gallons of crude oil to the ton, while of gas the yield is 14,500 feet, of superior illuminating power.

Coal has been found, and is supposed to exist in large quantities in the North-west Territories, but as yet of the actual extent little is really known. In 1873, Mr. Selwyn conducted an exploration from Fort Garry in Manitoba to the Rocky Mountain House, returning by way of the Saskatchewan River and Lake Winnipeg; and Mr. Robert Bell made a survey between Red River and the South Saskatchewan, and between Red River and Lake Superior.

From these reports we gather all that is yet known of these coal deposits, which are likely, at no distant day, to be of great value in assisting in the settlement and development of the North-west, and in serving perhaps as sources of a fuel supply to the Canadian Pacific Railway.

From Mr. Selwyn's report we may briefly quote the finding "on the North Saskatchewan River, between Edmonton and Rocky Mountain House, of a number of flat-lying workable seams of good coal, one of them measuring, in two exposures upwards of four miles apart, from eighteen to twenty feet in thickness, and very favourably situated for working." Also farther down the stream, "at about a mile and a half below the mouth of Clearwater, on the left bank, a seam of excellent coal crops out, said to be from two to three feet thick. A considerable quantity of coal has been raised from it for use in the forge at the fort, for which purpose it is found to answer well. It is a hard, bright, jet-like coal, and does not split up on exposure like that from most of the other beds in the vicinity. The masses of seams which crop in the banks of the river between Rocky Mountain House and Edmonton, serve to show that the lignite coals of the Upper Saskatchewan are very superior to those met with farther to the south, along the boundary-line, and in the Qu'Appelle Valley. The latter appear to be all of Tertiary age; whether the Saskatchewan coals are of the same age, or Cretaceous, is at present uncertain." He also says, "There can be no question that in the region west of Edmonton, bounded on the north by the Athabasca River and on the south by the Red Deer River, there exists a vast coal-field covering an area of not less than 25,000 square miles; and beneath a large portion of this area we may expect to find workable seams of coal at depths seldom exceeding 300 feet, and often, as in the case of the thick seams above described, very favourably situated for working by levels from the surface.

"These coals may all be classed as brown coals, although in physical character they mostly resemble bituminous coals of the true Carboniferous. Regarded as brown coals, they may all be considered the best of their kind.

"As a fuel for locomotives and for domestic purposes, including cooking as well as warming, the coal in general answers very well. It kindles and burns freely, making a bright fire with a yellow blaze and comparatively little smoke."

Comparing recent investigations with the report of the late Professor James T. Hodge on the coal-mines of the Rocky Mountains, in Colorado, Utah, and Wyoming, which are now being largely worked, there appears every reason to believe that those seams undoubtedly belong to what may be regarded as only the southern prolongation of one vast and wide-spread coal-bearing formation, extending, with but few interruptions and with wonderful uniformity of character, from the shores of the Arctic Ocean for thousands of miles along the east-ern slopes of the Rocky Mountains.

Between the Red River and South Saskatchewan, lignites were found at Dirt Hills and Woody Mountain, but not of as good a character as the brown coals above mentioned. Similar coals were also found in the Souris Valley.

We have only now to notice the extensive coal-fields of British Columbia.

The coal-bearing formation of Vancouver Island may be divided into two subordinate troughs, the north-western being described as the Comox, and the south-eastern as the Nanaimo coal-field. The coal is of a true bituminous character, the veins or seams running through strata of grey sandstone and argillaceous shale. The Comox area, on the north-western end of the island, extends from Brown's River, a tributary of the Puntledge, on the north-west, to Sable River on the south-east, on which the Baynes Sound Coal mine is situated, and it also includes Denman and Hornby islands. The Union and Beaufort mines in this area are raising large quantities of coal for export. At Baynes Sound Mine operations are also carried on extensively. The seams of coal vary from nine inches to ten feet.

The Vancouver Island Coal Company's works at Nanaimo are on a six-foot seam, and they work other seams also at Newcastle Island. These mines produce about 40,000 tons per annum with the present facilities. The Nanaimo area includes a number of islands, on some of which mines have been opened.

Coal has also been found on the mainland near Chilliwack River, but nothing is known of its thickness or extent.

In Queen Charlotte Island the coal is an *anthracite*, occurring in strata with black argillaceous shale and grey trap or sandstone, with nodules of ironstone interstratified with the shale. The Queen Charlotte Coal-Mining Company have for some time undertaken to mine this coal for export, but with only partial success. This may be improved by more careful management and surveys.

The coal trade of this Province is yet in its infancy, and with more thorough surveys and improved mining it must soon develop into an industry of the first importance. The output of the mines of the Province for 1874 was less than 100,000 tons, but with the advantages of position, and the markets of California and the Lower Pacific coast open to supply, there should be a large increase in production before long.

Bituminous shales exist in large masses at Collingwood in Ontario, where works were erected for their distillation, and they produced oil in quantities equal to about three per cent. of the rock. At Bosanquet they yield about 4.2 per cent. of oil, or about ten gallons to the ton. In Quebec the shales at Gaspé are said to be rich in oil.

New Brunswick possesses some very rich bituminous shales, the Blackband, in Albert County, yielding sixty-three gallons of crude oil to the ton. Others on the Memramcook yield thirty-seven gallons. The Blackband shales are also capable of yielding 7500 cubic feet of gas per ton, or about one half the quantity afforded by the mineral Albertite. There are rich beds of these shales in Kings, Albert, and Westmoreland counties.

Petroleum occurs in the limestones of both the Trenton group of the Lower Silurian series, and the Carniferous formation of the Devonian series, and it is from the latter that the oil-springs of Ontario take their source.

At Enniskillen, Bothwell, Petrolia, and other towns of Western Ontario, immense numbers of wells have been sunk, and the capital employed in the production and refining of petroleum is over $15,000,000, with an annual yield which has risen to 25,000,000 gallons of crude oil, and twelve to fifteen millions of gallons of refined petroleum. Petroleum is also found largely diffused through Gaspé in Quebec, but little has been done in its development comparatively, although a few hundred thousand gallons are yearly produced. In Manitoba and the North-west, from the western shore of Lake Winnipeg, up the Saskatchewan Valley, and to the north of it, lies a great belt of palæozoic rocks with an average width of sixty to seventy miles, and extending in British territory from the forty-ninth parallel to the mouth of the Mackenzie River.

Almost the only reliable information relating to this region north of the Saskatchewan is to be found in the narratives of Sir Alexander Mackenzie and Sir John Richardson, published respectively in 1801 and 1851, and who observed "bituminous fountains"; but Mr. Selwyn, in his late report, says: "In the comparatively few localities where the rocks composing it have been examined they appear to be characterized, like the formations of the same age in Western Canada, by deposits of salt and petroleum, giving rise to copious springs of these valuable materials. And there seems but little doubt that Canada has here a salt and oil bearing region surpassing in extent and productive capacity any hitherto developed on the American continent."

Peat exists in great deposits in Quebec, in the plains along the St. Lawrence and its tributaries. It is of a gradual vegetable growth often resting on a layer of shell marl. The largest deposits occur near Chambly, St. Sulpice, Longueuil, and Ile Verte. On the island of Anticosti there is a deposit of excellent quality of over a hundred and sixty square miles, and from three to ten feet thick. Some of the peat-bogs are being worked to advantage of late years by large companies formed in Montreal.

In Ontario, large deposits are found at Nepean, Gloucester, Westmeath, and other points.

Extensive deposits of peat presenting the same features as those of Quebec occur in New Brunswick, in St. John County, on the Mispec Barrens, along the coast near Musquash Harbour and Passamaquoddy Bay, and on the line of railway near St. Stephen's.

VI. REFRACTORY MINERALS.

Those minerals which are used in the construction of furnaces, or generally for withstanding heat, are technically called *refractories*. First in order comes

Plumbago, or graphite, commonly known as black-lead, which receives several applications in the arts. The finer varieties, used for pencils, command a very high price; the inferior qualities are used for preventing friction in machinery, and for stove-polish. The most important use, however, is for the manufacture of crucibles and melting-pots, and for small furnaces for assayers and chemists.

The plumbago of Canada is a pure crystalline plumbago, and is found principally in the Eastern Townships, and at Grenville and Buckingham, where valuable mines are worked. It is also found at Burgess and North Elmsley, in Ontario, and near Kingston. At a few points in New Brunswick this mineral is found in available quantities. The largest deposit is in the vicinity of St. John, near Portland, on the Straight Shore, where for many years the mines have yielded largely a plumbago well suited for foundry facings and stove-polish. In the vicinity of Windsor, in Nova Scotia, plumbago is also found and exported.

Mica occurs in the limestones and altered rocks of the Eastern Townships at Grenville, where mines are opened. At North Burgess in Ontario, also, a valuable mica-mine is worked, where plates of unusually large size have been obtained. The value of mica depends upon the size, transparency, and perfection of the plates. It is frequently found in large masses, which may be separated into thin, transparent plates. Mica in this form, as is well known, receives various applications in the arts, being employed for the fronts of stoves, for lanterns, and for the chimneys of lamps. As it is not liable to be broken by concussion, it is also used instead of glass in the windows of ships of war; and it has received several other applications of less importance.

Soapstone, or steatite, is used for an infinite variety of purposes such as small furnaces, stove-linings, culinary vessels, water-pipes, cistern-linings, and, when heated and made harder and polished, it is used for gas-burners, buttons, etc.

In Quebec, a workable bed exists at Potton, in the Missisquoi Valley, and, no doubt, in other parts of the same magnesian band. A variety called pyrallolite is found at Grenville and on the Saguenay. Another variety, less refractory and less unctuous than the steatite, but applicable to many of the same uses, is potstone. At Bolton and Broughton, beds of this pure, compact chlorite are met with, having a breadth of twenty feet, from which large blocks and plates may be cut by a common mill-saw.

Sandstone, and sand suitable for constructing furnaces and smelting metals, are to be found in many parts of Canada. In the nearly

pure siliceous sandstone at Grès Rapids, on the St. Maurice, blocks of large size are found, and used in the iron furnaces of that vicinity. Moulders' sand is also found here, and at Laval, near Quebec. At Pittsburg, in Ontario, large quantities of stone for iron workers is quarried, and at Perth, Brockville, and Owen Sound, moulders' sand exists in large quantities. It is also found at Windsor, and other points in Nova Scotia and New Brunswick.

VII. MATERIALS FOR BRICKS, POTTERY, AND GLASS.

Under this head may be noticed the clays for the manufacture of common bricks, tiles, and coarse earthenware. No clays fit for the finer kinds of pottery have as yet been found in the country.

Clays suited for the manufacture of bricks are found in a vast number of places throughout the Province. In Ontario, the clays are divided into two classes. The older and underlying deposit is comparatively free from oxide of iron, and yields white bricks, which generally, however, have a somewhat yellowish tinge. The white-brick clay is unconformably overlaid by another deposit, which gives red bricks. These white bricks, which are more esteemed than the red, are made in a great many localities from the shore of Lake Huron as far eastward as Brockville. The average number of bricks made annually in Toronto is from fifteen to twenty millions, of which from seven to ten millions are white bricks.

In Quebec, the two kinds of clay which are distinguished in the West are no longer met with; but an extensive deposit of marine clay extends throughout the valleys of the Ottawa and St. Lawrence, and furnishes everywhere material for bricks. The two principal manufacturers at Montreal produce each about ten millions of bricks annually. Some beds of these clays are employed for the manufacture of coarse earthenware, which is manufactured at many places in either Province. Drain tiles for agricultural purposes are also made at several places.

The white siliceous sandstone of the Potsdam formation affords in many places, a material sufficiently pure for the manufacture of glass.

Ex... specimens of this stone from Vaudreuil have attracted the attention of English glass manufacturers, who import a similar material from the United States, and who have made inquiries as to the price at which the sandstone could be delivered in England. A successful glass factory has since been established at Vaudreuil.

Good marine clays, furnishing material for bricks, are to be found at very many places in Nova Scotia and New Brunswick, so that they may be considered as generally obtainable for local use.

Fire-clay is met with beneath the coal seams in the Newcastle district of New Brunswick, and has been shipped to some extent to St. John, but less attention has been devoted to it than its value seems to deserve.

Good red-brick clays exist at Fort Garry in Manitoba, and will be of considerable value to that Province, if care is taken in the proper admixture of suitable sand, and in burning.

Brick clays exist near Victoria, in British Columbia, and at many other parts of the coast, as at Comox Harbour and elsewhere.

VIII. CEMENTS AND MORTARS.

Under this head come the ordinary limestones and those suitable for making water lime.

The Lower Silurian limestones of the Chazy formation and of the Trenton group afford, throughout their distribution, abundant material for the manufacture of lime, and they are extensively burned in many parts of the Dominion. From their general purity, and from their freedom from iron and magnesia, they yield a white lime well adapted for making fine mortar, for whitening walls, for agricultural purposes, and for the purification of coal-gas.

The Middle and Upper Silurian limestones of Ontario are generally magnesian, and have the composition of dolomite. When burned, they yield a meagre or magnesian lime, which is for the most part very free from impurities. These magnesian limes yield very strong mortar, but are considered to be less proper for agricultural purposes than those which contain no magnesia.

The limestones of the Laurentian series are very important both from their extent and from the fact that wherever they occur the same region presents fertile valleys fit for cultivation.

Hydraulic cements are artificially made by mingling chalk or other carbonate of lime with a proper quantity of clay, and calcining the mixture. Where, however, natural admixtures of clay and carbonate of lime can be obtained in abundance, it is more advantageous to employ them than to resort to artificial preparations. When a limestone contains ten or fifteen per cent. of clay, it yields a lime possessing hydraulic properties, which increase with the proportion of clay, and when this amounts to one-third of the lime, the mixture yields a mortar which hardens almost immediately under water. Magnesian limes yield hydraulic cements equally good with those of pure lime.

Argillaceous limestones and dolomites, yielding good hydraulic cements, are known in many parts of Canada. Valuable quarries are found at Gaspé, at Quebec City, and other points in that Province, and at Napean, Kingston, Thorold (an exceptionally good cement), Oneida, Brantford, and on Lake Huron in the Province of Ontario. Limestones, both of the ordinary and magnesian sorts, and of every shade from pure white to one which, from disseminated graphite, is nearly black, form thick deposits at the narrows of the St. John River in New Brunswick, and many large quarries are worked. Through the whole coastal group very pure white carbonates of lime are found in Charlotte and King's counties, the Nerepis River, Grand Manan, etc. Pure limestones are also found at Woodstock, Canterbury, and the north-western counties.

In Nova Scotia also, good limestones are found in Cumberland County, and near Windsor and Halifax, and at Big Bras d'Or and other parts of Cape Breton. In Manitoba and the North-west they abound near many of the lakes and rivers.

Limestones are abundant in British Columbia, both in Vancouver Island and the mainland, in those parts which have come under survey. They are of both grey and white descriptions, and afford an excellent building-lime.

IX. GRINDING AND POLISHING MATERIALS.

These consist of millstones employed for grinding grain, and, secondly, of stones used for grinding, sharpening, cutting, and polishing metals and stones. Besides these, mention may be made of garnet rock, sometimes used as a substitute for emery, and which occurs in Canada at Bay St. Paul and St. Jerome, in Quebec.

The French buhrstone, which is preferred to all other materials for the construction of mills for grinding grain, is a peculiar chert-like siliceous rock, having a porous or cellular texture, which renders its surface especially adapted for the purpose.

In the Laurentian series of Canada, however, a cellular chert of this kind occurs in large veins, apparently of aqueous origin, cutting the intrusive syenite of Grenville. The chert, which much resembles the French buhrstone in its character, has been pronounced to be equally well fitted for the manufacture of millstones. The portions at the surface are, however, injured by the weather, and the difficulties of quarrying the material from a vein in the hard syenite are such that it would probably prove more expensive than the imported buhrstone.

In various parts of the country, millstones, inferior to the French stones, but answering a very good purpose, are made from different hard siliceous rocks. Along the north shore of the Ottawa, on the Saguenay, at St. Cuthbert, Vaudreuil, and other points in Quebec, millstones of a good quality have been made from the quartzose conglomerates or granitoid gneiss rocks.

At Cayuga, in Ontario, good millstones are manufactured, and some points on Lake Superior possess rocks of a similar character.

For *grindstones and whetstones* a sandstone well adapted is found in Ontario at Nottawasaga, Collingwood, and Madoc, and in Quebec, at Whetstone Point on the Chaudière Lake, Whetstone Island in Lake Memphremagog, and at Stanstead, Bolton and Oxford.

In New Brunswick sandstones of superior quality for making millstones or grindstones may be obtained in the Lower Carboniferous or millstone-grit series of rocks near the head of the Bay of Fundy. Quarries have been opened at Shepody Bay and neighbouring points.

In Nova Scotia the quarries of Minudie yield excellent grindstones and scythe-stones, which are largely manufactured for export.

X. BUILDING STONES.

Of these Canada possesses an abundance for all common and decorative architecture.

Granite, syenite, and gneiss may be considered together, as much as they pass into one another.

In Quebec, one of the most beautiful granites is to be found in the township of Stanstead, where a mass of it covers an area of about six square miles. This granite is a rather fine grained and uniform mixture of white orthoclase and white quartz, with a scattering of black mica, giving a light grey colour to the mass. The rock is free from iron pyrites, and appears to be but little affected by the weather. It is capable of being easily split by wedges into blocks of almost any required size. This stone appears to compare favourably with the best granites of Great Britain and of New England. Although granite is more expensive to quarry and to dress than limestone, its superior beauty and durability cause it to be preferred for structures destined to be of a lasting nature, and the facilities now offered by railways enable these beautiful granites of the Eastern region to find their way into all the Canadian markets.

Granite similar to the above is found at Barnston and Barford and in many localities around the St. Francis and Megantic rivers.

Among the intrusive rocks of the Laurentian series is a reddish syenite having an area of about thirty-six miles among the Laurentian rocks in the townships of Grenville, Chatham, and Wentworth. It is composed chiefly of a deep flesh red orthoclase feldspar, and a greenish-black cleavable hornblende.

A very fine variety of syenite is obtained from Barrow Island in the St. Lawrence near Gananoque, and it is said to be common in numerous small islands from this nearly to Brockville. It differs from the last in containing but a small proportion of greenish hornblende. The quartz, which is more abundant than in the Grenville syenite, is somewhat bluish and opalescent, and this, with the rarity of the hornblende, gives to the rock a brighter red colour, which is very agreeable to the eye, and resembles that of the red Aberdeen granite.

The gneiss of the Laurentian series is in many localities well fitted for building purposes, but it occurs in districts removed from the towns, and has received but few applications.

Sandstones capable of being employed for building purposes abound in Lake Superior and through the Huronian series. At Lyn near Brockville in Ontario massive beds are found, from which sandstone was procured for the new houses of Parliament in Ottawa, as also from similar quarries at Nepean. A belt of sandstone strata from two to ten feet thick in its different beds, and known as the Grey-band, extends from Queenston to Collingwood, and from this sandstone University College in Toronto was built.

In the Province of Quebec, at Gaspé, on Anticosti Island, and at Vaudreuil, quarries of fine sandstone are to be found in abundance.

In New Brunswick, many excellent granites are obtained from those of the Laurentian system. At Eagle's Cliff, and at St. George in Charlotte County, in the Nerepis Valley, and on the St. Croix River, quarries producing excellent stone for architectural purposes exist. Sandstones of various textures and colours are abundant through the southern counties. The best is an olive-grey freestone in Albert and Westmoreland counties. Red freestones are found at Lepreau, and grey sandstones of a harder character in the county of St. John. Sandstones of fine building quality are found in Nova Scotia at Minudie, Cheverie, Hantsport, and Windsor.

The good grey *limestones* suitable for building are of frequent occurrence. The principal points worked for supply in Quebec are at Grenville, Grand Isle, Caughnawaga, and Pointe Claire. Large quarries are open near Montreal, derived from the grey beds of the Trenton formation. The band has a thickness of from eight to twelve feet made up of beds of from three to eighteen inches. From these are derived the stones used in the best buildings of Montreal. Farther down the St. Lawrence, these limestones are to be found at very many points, and also at Murray Bay, the Saguenay, and Anticosti.

In Ontario, these limestones are to be found at Niagara and Guelph, where the quarries are exceptionally good, at Owen Sound, Brantford, and, in the eastern part of the Province, at Brockville, Bowmanville, Kingston, and Cornwall.

In North-western Ontario and Manitoba, supplies of good building freestones and sandstones are to be found on Lake Nipigon, the Black Sturgeon River, and elsewhere. The limestones of the parish of Portland and the narrows of the St. John in New Brunswick, already mentioned for lime and cements, will undoubtedly yield good material for building purposes.

In the valley of the Nerepis and the north-western counties, excellent building limestones are found, and in Nova Scotia they are also sufficiently abundant over most localities heretofore noticed.

In British Columbia very beautiful crystalline limestones for building purposes, furnishing blocks of great size, are found at Mount Mark above Horne Lake, and at Texada Island.

At Yale on the Fraser River a very fine, greyish-white building granite is observed, and limestone suitable for building is found at [illegible] and on the Thompson River. At Newcastle Island near Nanaimo, most valuable grey sandstone quarries are worked for export to San Francisco and to Victoria.

Marble.—The name of marble is applied to those varieties of limestone which, from their fineness of texture and colour, and from their susceptibility of polish, are proper for decorative architecture, or for sculpture. Marbles may consist either of pure or of magnesian carbonate of lime. The presence of foreign minerals generally renders a limestone unfit for use as a marble, but serpentine, which does not differ much from carbonate of lime in hardness, is often intermingled with it, and gives rise to some fine varieties of marble. This mineral may greatly predominate over the limestone, or even exclude it altogether, thus giving rise to serpentine rock, or ophiolite, which through these admixtures passes into the marbles proper. As all of these have about the same hardness, and are employed for similar uses, they are not unfrequently confounded under the technical name of marble. The great variety of Canadian marbles, and the beauty of many of them, has attracted particular attention abroad, and the collection of Canadian marbles was especially commended in the Report of the Paris Exhibition of 1862. A fine collection is now exhibited at the Geological Museum in Montreal.

The crystalline limestones of the Laurentian series yield in many cases a strong white marble, which, although not generally fine enough for statuary, is well fitted for purposes of decoration. Among the localities on the Ottawa may be mentioned the Calumet Falls, Portage du Fort, and Fitzroy Harbour, which last has been employed for the Parliament buildings at Ottawa. Portions of the Portage du Fort marble are of a tolerably fine grain, pure white in colour, and of a quality well fitted for all purposes but that of statuary. Near Beverley, in the township of Bastard, beds of this limestone are wrought as a marble for tombstones. It is strongly coherent, but greyish white in colour, and contains small spangles of mica and of graphite.

Many fine varieties of serpentine marbles are found in Quebec through the Eastern Townships, and at Melbourne, Orford, and St. Joseph, at St. Lin, St. Dominique, St. Armand, and Dudswell. These marbles are of infinite variety of shade and colour: pure white, dove-grey, red, brown, black, or of variegated tints, and they take a fine polish.

In Ontario at Cornwall, Barrie, and Arnprior are fine marbles of similar character. Marbles of crystalline texture admixed with bands of yellowish green and dark green serpentine are found in New Brunswick on the St. John River, but blocks large enough for ornamental purposes are difficult to obtain. For this reason the beds at Long Island on the west side of the river, opened some years since by the Hon. S. L. Tilley, have been abandoned, although the product obtained in small blocks was of considerable beauty.

In British Columbia, many of the white limestones on the mainland are of the fineness of texture and the hardness of marble; and in Vancouver Island, at Horne Lake, the limestone rocks produce a great variety of excellent ornamental marbles, suitable for almost all purposes. They are all more or less crystalline, and of white, whitish, dove-grey, and bluish colours; but none of the beds, so far

as observed, are sufficiently white and fine-grained to afford statuary marble. As a material for building purposes it could not be surpassed, as regards durability and the size of the blocks which could be obtained. Some of the beds present faces of from thirty to fifty feet in breadth, without, so far as could be seen, a single flaw or crack. The Qualicum River, which discharges Horne Lake, would afford any amount of water-power for driving all the machinery required for cutting, dressing, and polishing the marble. The limestone cliffs are from a mile and a half to three miles from the outlet of the lake.

Flagstones are to be obtained from many of the stratified rocks already mentioned as building-stones or marbles, the thinner beds being well fitted for floors, hearths, walks, and crossings.

Among the crystalline rocks of the Eastern Townships, the mica slates of Sutton Mountain will doubtless afford, in some parts, good flagstones.

The higher rocks on the west side of Memphremagog Lake, at Potton Ferry, and on the east side for some miles above the outlet, afford beds of a greyish-brown, somewhat calcareous sandstone, which splits readily into slabs, some of them as thin as two inches. These may be obtained of almost any required size up to six feet by three, and often ten feet by five. The slabs are very regular in thickness, but their surfaces are somewhat rough, and would require a little dressing. Great quantities of these stones might be easily obtained along the lake-shore.

On both sides of the Rivière du Loup for some miles above its junction with the Chaudière, beds of fine-grained, dark bluish-grey sandstones are met with, some of which divide with the bedding into layers sufficiently thin for roofing slates, while others would yield excellent flagstones, which may be obtained five or six feet long, by two or three feet wide, and not more than an inch in thickness. Similar flagstones and slates are met with at many other points in Quebec.

In Ontario, the Hudson River group furnishes thin-bedded sandstones fitted for flagging, which are exposed on the banks of the rivers falling into Lake Ontario in the vicinity of Toronto, and in other parts of its distribution farther west. The grey band of the Clinton formation affords along its outcrop thin beds of sandstones, which are well fitted for flagging, and are extensively used for that purpose in Toronto and in Hamilton.

In New Brunswick, material suitable for flagging is found in the sandstones of the St. John group, and in some of the northern counties.

In Nova Scotia they are procured from the thinner beds of the sandstones mentioned for building purposes, in Minudie, Cheverie, Hantsport, and Windsor.

Flagstones for both the domestic and San Francisco markets are obtained at Newcastle Island in British Columbia, in any quantity and of very large size.

Roofing-slates.—Extensive quarries of slates for the roofing of houses, and of a quality in no way inferior to the best Welsh slates, have within the last few years been opened in Quebec on the line of the Grand Trunk Railway, at Walton in the township of Melbourne, and good quarries are also found on the St. Francis River, and at Rivière du Loup.

In Ontario, good roofing-slates have been obtained on the north shore of Lake Superior, and on the east shore of Lake Nipigon.

In New Brunswick, the only slates suitable for roofing are the pale grey micaceous argillites of Charlotte and Queen's counties.

A band of slate well adapted for this purpose runs through Charlotte County eastward, and is well exposed at Basswood Ridge, Oak Hill, Jerusalem Settlement, and Hampstead on the St. John River.

In Nova Scotia, a band of good slate occurs near Weymouth.

XI. MATERIALS FOR ORNAMENTAL PURPOSES.

Under this title may be considered certain porphyries, and other feldspathic and siliceous rocks, which are capable of being employed for vases, tables, inlaid work, and for various articles of ornament. The hardness of these materials, and the consequent cost of cutting and polishing them, prevents their employment to any great extent, and causes the preference to be given, in many cases, to marbles and to serpentine. The latter, from its softness, and from the ease with which it is cut and turned in a lathe with the aid of ordinary tools, is much employed in various countries for ornamental purposes. Some of the varieties of serpentine which are found at Melbourne, and elsewhere in the Eastern Townships, are apparently well fitted for such uses. The recent application of a variety of diamond to the turning of stones in a lathe has, however, greatly facilitated the working of these harder materials, which are now fashioned into shape at much less expense than formerly. Few countries afford more beautiful or more numerous varieties of hard rocks of this kind than Canada: among these are the porphyries, the labradorite, and other opalescent feldspars.

The agates which are common in the amygdaloidal rocks of Lake Superior, and are abundant in the form of pebbles along the shores of Thunder Bay, and of Michipicoten and St. Ignace islands, admit of being cut for ornaments. They are often of considerable size, and exhibit a fine variety of colours. The agates which are found in the conglomerates of the Bonaventure formation are scattered abundantly along the coast where this rock prevails, and are known by the name of Gaspé pebbles. They are of small size, but are often of fine colours, and admit of a good polish. Agates, however, are very common in many countries, and, unless of considerable size and perfection, they have but little value.

Gems.—Canada has as yet afforded but few gems. The zircons or hyacinths in the Laurentian limestones at Grenville are occasionally transparent, and have a fine colour; and the presence of small portions of red and blue varieties of corundum in these same limestones in Burgess may also be noticed. This mineral constitutes the gems known as sapphire and ruby; and it is worthy of remark that the sapphire of Ceylon is found, with chondrodite, in similar crystalline limestones. The transparent green garnet of Orford, which owes its colour to oxide of chrome, has hitherto been met with only in small crystals; but if found of large size, it would constitute a gem as beautiful as the emerald. Amethysts abound in some parts on the coast of Lake Superior; but the specimens hitherto brought from that region have seldom been sufficiently fine in colour for the jeweller's use. The so-called Quebec diamonds, which are sometimes cut and polished for ornaments, are nothing more than rock crystal.

Beautiful varieties of porphyry are found in Quebec at Grenville and Bathurst. In Ontario, a fine opalescent labrador-feldspar, so called from the region where it was first noticed, is found on Lake Huron, as also in Abercrombie in Quebec.

Jaspe.—A bed of jasper occurs in the town of Sherbrooke, and is traced for a considerable distance, having in some parts a breadth of six feet. Its colour is blood-red, and it includes small grains of red hematite, and occasionally passes into a jaspery iron ore. In the parts exposed, this jasper does not appear to be sufficiently compact to be wrought for ornamental purposes. A small bed of jasper occurs imbedded in the red shales at Rivière Ouelle. Its colours are dark green and reddish-brown, and it is penetrated by small veins of white chalcedony. This jasper is compact and uniform in its texture, and receives a good polish. In some parts, the reddish-brown base is marked by clouds of a brilliant red. The jasper conglomerate of the Huronian series is fine in texture, and often brilliant in colour, and the whole rock is extremely solid, and receives a polish which makes it well fitted for ornamental purposes. Great beds of this jasper conglomerate are met with on the north shore of Lake Huron, where rounded masses of it, often of large size, are also found. A beautiful bed of jasper is found in New Brunswick at Washademoak Lake near Taft's Cove.

In New Brunswick, some of the granites, marbles, and serpentines mentioned for architectural uses may also be employed for decorative purposes, and will take a fine polish. In the range of intrusive granites extending from Digdequash River through the Nerepis Hills to the St. John River in Queen's County, and about Lake Utopia and the Magaguadavic River, some of the red syenitic granites will compare, in depth and richness of colour, with the highly esteemed red granite of Scotland. Felsites and porphyries of uniform texture and beauty of colour are [illegible]ly seen in the south-western counties. Beds of a valuable [illegible] are [illegible]n about the Chimook Lakes on the St. Andrew's Railway, and about Digdequash and Magaguadavic, and also some beds of exceeding beauty at Shin Creek in Queen's County.

XII. LITHOGRAPHIC STONES.

A very fine-grained and compact limestone is required for the purposes of lithography, and beds having these characters are found in the Birdseye and Black River formation, at the base of the Trenton group throughout a considerable part of its distribution, from Hungerford to Rama on Lake Couchiching in Ontario. In the township of Marmora, there is a section of about twenty feet of light grey limestone, which is compact, with a conchoidal fracture, and holds no organic remains. Some of the beds contain numerous small lenticular crystals of calc-spar, and are marked with crystallites. There is, however, a bed of two feet in thickness, which is extremely fine in its grain, and yields a lithographic stone of excellent quality. It has been repeatedly tried by lithographers, both in Canada and England, with most satisfactory results. It is probable that equally good material for the purpose may be found in other parts of this band, which may be traced for about a hundred miles.

Beds of a fine-grained yellowish-grey stone, well fitted for lithographic purposes, have lately been found among the dolomites of the Onondaga formation in the township of Brant.

The stone from this formation, being magnesian, is attacked by acids more gently and with less effervescence than ordinary limestone. This peculiarity in the action of acids, which are employed in the lithographic process, is said to be an advantage.

XIII. MINERAL SPRINGS AND WATERS.

The unaltered palæozoic rocks of Canada abound in mineral springs, a great number of which have been submitted to chemical analysis, and may for convenience be arranged in six classes, according to their chemical composition. In the first three classes chlorides predominate; in the fourth, carbonates; and in the fifth and sixth, sulphuric acid and sulphates. The waters of the first, second, and sixth classes are neutral; those of the third and fourth are alkaline; and those of the fifth are acid.

Nowhere else has such a complete systematic examination of the waters of a region, and of a great geological series, been made as in Canada, and the extended series of analyses given in the volumes of the Geology of Canada obtain an additional importance from the fact that the waters are derived from palæozoic strata, which prepares us to find certain points of difference between these waters and those of other countries, for the m[illegible] part belonging to more recent geological formations.

The brine-springs of the first class are altogether unlike those of England, Germany, and the State of New York. In all of these common salt greatly predominates, and the earthy chlorides form but a very small portion of the solid contents; while in the waters of the first class in Canada, these chlorides constitute more than one half of the saline ingredients. The brine-springs of other regions are supposed to arise from the solution of rock salts, which occur in beds, or in crystals disseminated through the strata, as in the saliferous marls of the Onondaga formation. In the process of crystallization the common salt separates from the earthy chlorides and hence the brine-springs of New York, which have their source in this formation, are solutions of chloride of sodium, with but very little impurity. The brine-springs of the Lower Silurian limestones of Canada, on the contrary, may be supposed to represent the composition of the ancient ocean in which these early strata were deposited. The action of the carbonate of soda from feldspathic rocks, through long ages, has since decomposed the greater part of the chloride of calcium of the ocean, replacing it by chloride of sodium, and forming the carbonate of lime of which vast limestone formations have been built up. The mineral waters of the second class, which are distinguished by containing a large proportion of carbonate of magnesia, and but very little carbonate of lime, seem, from numerous analyses, to be very rare in Germany. Though the number of springs submitted to examination has been very large, they form but a small portion of those which are known to exist through the country, and we can but briefly enumerate the most important.

The first class includes saline waters containing chloride of sodium, with large portions of chlorides of calcium and magnesium, sometimes with sulphates. The carbonates of lime and magnesia are either present only in very small quantities, or are altogether wanting. These waters are generally very bitter to the taste, and always contain portions of bromides and iodides.

The waters of the first class are characterized by the presence of great quantities of chlorides of magnesium and calcium; amounting in several cases, to more than one-half the solid contents of the water. This composition is altogether unlike that of any waters hitherto studied. The water of the Dead Sea offers some resemblance to these curious brine-springs, in its large amount of chloride of magnesium; but it differs in containing a much smaller proportion of chloride of calcium, and a larger quantity of chloride of potassium; resembling in this respect the bittern of sea-water, in which, from the separation of the chloride of sodium, the potash has accumulated. The occasionally large proportion of iodine in these brine-springs is especially worthy of notice.

Among the most notable springs of this class are those of St. Catharine's, Ont. A well was sunk here some years since in the hope of obtaining brine for the manufacture of salt. The brine is so much charged with lime and magnesia salts as to be unfit for this purpose, but it has acquired considerable reputation in the treatment of many diseases. It is used at the well both internally and externally, and is also evaporated to small volume and sent over the country in a concentrated form. A second well was opened afterwards, of a water similar to the other, but somewhat less strong. Large sanitary establishments have been opened at these wells.

An attempt was formerly made to manufacture salt from a well of the first class in the village of Ancaster, Ont., but, from the large amount of earthy chlorides, the purification was found to be difficult. At Hallowell and Whitby, in Ontario, and at St. Benoit and Bay St. Paul, in Quebec, springs exist of very bitter and saline properties, but with varying proportions of bromine and iodine.

The second class includes a large number of saline waters, which differ from the first in containing, besides the chlorides of sodium, calcium, and magnesium, considerable portions of bicarbonates of lime and magnesia, the latter carbonate generally predominating. Small quantities of oxide of iron, and of baryta and strontia, are frequently present. These waters generally contain much smaller proportions of earthy chlorides than the first class, and are therefore less bitter, and more pleasant to the taste.

The springs of Plantagenet, in Ontario, and St. Léon and Ste. Geneviève, in Quebec, are notable examples of this class. The waters of the former are largely sent over the country, and are highly esteemed as medicinal waters. There are here several springs of nearly similar analysis.

The spring at St. Léon contains sufficient carbonate of iron to give it a chalybeate taste, and those of Ste. Geneviève are remarkable for the large proportion of iodides which they contain.

At Caledonia Springs, Ont., one of the four waters which have made this place noted for medicinal resort is of this class.

The Lanoraie spring (Quebec) is remarkable for the considerable proportion of salts of baryta and strontia which the water contains.

At Assumption, Baie du Febvre, Berthier, St. Eustache, and Sabrevoise, in Quebec, and at Kingston, Ancaster, and Gloucester, in Ontario, springs of this class have been examined; those of Kingston partaking also largely of the characteristics of waters of the first class.

The third class includes those saline waters which contain, besides chloride of sodium, a portion of carbonate of soda, with bicarbonates of lime and magnesia. Small amounts of baryta, strontia, and of boracic and phosphoric acids, are often present in these waters, and bromides and iodides are very rarely wanting.

At Caledonia Springs, a watering-place of some note in Ontario, the three springs, known as the Gas Spring, the Saline Spring, and the White Sulphur Spring, are of this class. Varennes, a watering-place eighteen miles below Montreal, on the St. Lawrence, possesses

two similar springs, which are largely resorted to. Baie du Febvre, Ste Martine, Beloeil, Chambly, and the Providence Spring of Ste. Hyacinthe, are examples of this class in Quebec; and Fitzroy, Hawkesbury, Henryville, and Rawdon, in Ontario.

The waters of the fourth class differ from the last in containing but a small proportion of chloride of sodium, while the carbonate of soda predominates. These waters generally contain a much smaller amount of solid matters than those of the previous classes, and have not a very marked taste until evaporated to a small volume, when they are found to be strongly alkaline.

A remarkable spring of this class occurs near Chambly, where the water overflows in a small stream from a well eight or ten feet deep. The water is slightly thermal, and carbonate of soda forms more than one-half of the solid contents of the water, which also affords traces of bromine, iodine, strontia, and baryta.

The spring at St. Ours is remarkable for the large proportion of 25 per cent. of the solid matter being potash salts.

The other chief examples in this Province (Quebec) are at the St Foy, suburb of the city of Quebec, Ste. Anne de la Pocatière, Joly, and Nicolet, and an example also is found at Scarborough, in York County, Ontario.

The fifth class includes acid waters, which are remarkable for containing a large proportion of free sulphuric acid, with sulphates of lime, magnesia, protoxide of iron, and alumina. These springs, which are few in number, and characterized by their acid styptic taste, generally contain some sulphuretted hydrogen.

The principal ones examined were those of Niagara and Tuscarora in Ontario. The former is a spring of acid water, in a basin about thirty inches deep and three or four feet in diameter, and is in a yellow clay which, at a depth of three or four feet, is underlaid by the red and green sandstone of the Medina formation. The water of the basin is slightly yellowish, turbid, and very styptic and acid, and is in constant ebullition from the escape of inflammable gas, and has a decided taste and smell of sulphuretted hydrogen. It contains sulphuric acid, but no hydrochloric acid, and portions of lime, magnesia, alumina, protoxide of iron, and alkalies, besides an organic matter which causes the residue of the evaporated water to blacken when heated. The specific gravity of this water is 1002.16, and in round numbers the water may be said to contain two parts of hydrated sulphuric acid in 1000.

About a mile and a half above Chippewa, near the Niagara River, is a similar spring, which has been described by Dr. Mack, of St. Catharine's. The water is very sour to the taste, and strongly impregnated with sulphuretted hydrogen. A qualitative analysis shows it to be similar in composition to the water described above, but somewhat stronger. This spring rises from the Onondaga formation, but another similar water, said to be near St. David's, rises, like that of Niagara, from the Medina formation.

What is known as the Sour Spring of Tuscarora, is upon the Indian Reserve, about nine miles south of Brantford. The water is kept in constant agitation by a discharge of inflammable gas. It is slightly turbid and brownish, and has a styptic, acid, and sulphurous taste. The presence of sulphuretted hydrogen is also evident from the odour, and from the ready blackening of bright silver when immersed in the water.

The specific gravity of the water is 1005.58. It contains no trace of chlorides, but gives by analysis as follows, for 1000 parts:

Sulphate of potash	.6608
" soda	.1592
" lime	.7752
" magnesia	.1539
" protoxide of iron	.3638
" alumina	.4021
Phosphoric acid	traces
Hydrated sulphuric acid ($SO_3 HO$)	4.2895
	6.1645

In the sixth class may be included some neutral saline waters, in which the sulphates of lime, magnesia, and the alkalies predominate, chlorides being present only in small amounts. To this class belongs a mineral water from Hamilton, remarkable for the very large proportion of sulphate of magnesia which it contains; and another at Charlotteville, which is noticeable from the great amount of sulphuretted hydrogen it contains, amounting to nearly 12 cubic inches in [illegible] cubic inches of water. It is limpid and sparkling, and pungent to the taste from this cause.

A copious spring of mineral water, belonging to the sixth class, occurs in the township of Brant. It is described as filling a basin of eighty-eight by forty-five feet, having a depth of about forty feet, and situated upon a mound composed of calcareous tufa. From the clear blue colour of the water in the basin, it has received the name of the Blue Spring. The flow from the spring is constant and copious, and the water is sulphurous to the taste and smell.

There are some brine-springs belonging to the first class in New Brunswick, at Sussex and Salt Springs, and salt has been to a limited extent manufactured at the former place. In Nova Scotia there are some few springs of medicinal reputation.

The Bras d'Or saline water of Cape Breton has a well-grounded reputation for effecting cures in various maladies. It belongs to the first class, and is remarkable for the unusually small quantities of sulphates and carbonates, and the unusually *large* quantity of chloride of calcium.

The Wilmot Spring in Annapolis County has a reputation in cutaneous diseases, but no correct analysis of it has been obtained. It is no doubt highly charged with mineral substances.

The Spa Spring, at Windsor, is a chalybeate water, and belongs to the sixth class. It has a considerable local reputation.

There are brine-springs at River Philip and Renfrew of some value. No doubt in a systematic survey of the waters of the Lower Provinces many valuable mineral springs yet unknown might be brought to light.

For economic uses, the saline springs of the first class are too much charged with earthy chlorides to be suited to the manufacture of common salt; while those of the second class contain too small a proportion of salt to be employed with advantage. It is not impossible that the large amount of alkaline carbonates in some of the springs of the fourth class might be made economically available, provided that the waters were concentrated, during the heats of summer, by solar evaporation. The supplies of dilute sulphuric acid furnished by the waters of the fifth class might also be found of value, in their vicinity, for manufacturing purposes.

In a medicinal point of view, the mineral waters of Canada are already known to a considerable extent, but they are generally employed without much reference to the great variations in their composition. Among saline waters, those containing considerable quantities of earthy chlorides must evidently possess medicinal properties very different from those in which large amounts of carbonate of soda are present. The salts of iodine, which are rarely absent, and are found in such unusually large quantities in the saline waters of Ste. Geneviève, and the salts of baryta and strontia which occur at those of St. Léon, Lanoraie, Varennes, and many other springs, are also especially worthy of consideration in a therapeutic point of view.

Few of these springs are very copious, and the water in their basins is consequently subject to more or less modification from atmospheric influences, and so far as they have yet been examined none offer any considerable elevation of temperature above the mean of the region in which they occur. There are, however, some instances where this is exceeded sufficiently to cause them to be regarded as slightly thermal.

It is proper to remark that the examinations of this subject were mostly undertaken previous to 1867, and in the two Provinces of Quebec and Ontario only. In 1867, brine-springs of great extent were discovered in Ontario, at Goderich and Clinton, the source of which, however, is believed to be in formations of later date than those of the first class here mentioned. These being of real economic importance, have been noticed by themselves under the head of "salt," in the division of "minerals of agricultural use," and in the same connection have also been noticed the lime springs of Manitoba and British Columbia, and those of the Maritime Provinces, leaving this article chiefly to the consideration of such waters as are of medicinal value, or have not yet been applied to economic uses.

For the information about the medicinal springs of Nova Scotia, which we mention, we are indebted to a pamphlet published by Professor How, of Dalhousie College.

PRINCE EDWARD ISLAND AND NEWFOUNDLAND.

THE geology of these two Provinces is considered separately, as a matter of convenience. The authorities from which the information above given is derived are chiefly the records of the geological surveys of Canada down to the summer of 1874, and the Acadian Geology of Dr. Dawson. With the exception of a chapter in the latter these relate solely to the Provinces of the mainland, as Prince Edward Island has not yet received the attention of the Dominion geologists since its admission into the Confederation in 1873. We extract the facts given below regarding this island, exclusively from the "Report on the Geological Structure and Mineral Resources of P. E. Island, by J. W. Dawson, LL.D., F.R.S., F.G.S., assisted by H. J. Harrington, B.A., Ph.D." 1871.

The geological formations represented in Prince Edward Island are, in ascending order, or proceeding from the oldest to the newest:

1. Beds of brown, grey, and red sandstone and shale, with layers of coarse concretionary limestone and fossil plants. These may be considered as of Newer Carboniferous age, and are similar in mineral character and fossils to beds occurring on the opposite coasts of Nova Scotia and New Brunswick, and there overlying the productive coal-measures. These beds occur principally in the peninsula between Orwell Bay and Pownal Bay, in Governor's Island in Hillsborough Bay, and on the coast between the West and North Capes.

2. A series of bright red sandstones, usually with calcareous cement, alternating with beds of red and mottled clay and soft red shale, and with occasional white bands and stains and layers of concretionary limestones and conglomerate. They resemble in mineral character, and the few fossils which they afford, the Trias or new red sandstone of Nova Scotia and of Connecticut. In Prince Edward Island, this formation may be divided into two members, the lower of which (representing, perhaps, the Bunter Sandstein of Europe) is characterized by the prevalence of hard concretionary calcareous sandstones and obscure fossil plants, while the upper (representing, perhaps, the Keuper of Europe) has softer and more regularly bedded sandstones and clays. One or other of these constitutes the superficial rock over the greater part of the island, the beds undulating in very gentle synclinal and anticlinal curves. They are probably unconformable to the beds of the formation first mentioned, but these are so slightly inclined that this is not very perceptible. This formation has afforded the remains of the remarkable Triassic reptile, *Hadrosaurus*.

3. Drift deposits, which overlie the surface of the more solid rocks in the greater part of the island. These are of three kinds: 1. Boulder clay, consisting of hard, unstratified clay or loam, filled with stones, which are mostly those of the formations above mentioned, though sometimes of kinds not occurring in the island. They are often rounded, and are also scratched and polished by the action of ice. 2. Stratified sand and gravel, in some places containing sea shells of species now living, and occasional boulders. This deposit is of comparatively rare occurrence. 3. Loose boulders lying on the surface, and which are sometimes of rocks occurring in situ in Nova Scotia and New Brunswick, or on the coast of Labrador.

4. Modern deposits. The most remarkable of these are beds of peat, dunes of drifted sand, alluvial clays, and the "mussel mud," or beds of oyster and mussel shells occurring in the creeks and bays.

The Upper Carboniferous series is composed mainly of fossiliferous limestones and sandstones, interstratified with grey and red clays and shale.

The most abundant fossils are trunks of coniferous trees. These are usually silicified or converted into quartz by the infiltration of silica. Some are, however, infiltrated with the red oxide of iron, and others with carbonate of lime, and in some beds they have been flattened and converted into anthracite coal.

The silicified trunks are mostly in the brown sandstone; but, in certain grey beds, trees of apparently the same species have been converted into coaly matter, and it is the occurrence of these carbonized trees which has given rise to the belief that coal-beds exist in the places where they are found.

The carbonized trunks are imbedded in clay, which has, probably by resisting the entrance of water, prevented them from being penetrated by silica or other mineral matters. It is obvious that these carbonized trees are of no value as a source of coal, though they are a guarantee that the beds in which they occur belong to the upper part of the Carboniferous system.

The beds of the Triassic system are chiefly soft red sandstone, associated with red and mottled clays, and hard calcareous sandstones and conglomerates, the latter sometimes passing into thin bands of coarse arenaceous limestone, which in some places is a dolomite or magnesian limestone.

Many good building-stones are found in the exposures of this series, which occupies the larger part of the island.

The consideration of the drift deposits is a matter more for scientific consideration than of practical importance. The leading facts in connection with them may be briefly stated.

The lower part of these deposits is a boulder-clay, often of considerable thickness, and containing great numbers of rounded fragments of Triassic sandstone, grooved in the manner now known to result from the action of ice.

This boulder clay is very generally distributed over the surface of the island, forming the subsoil; but, as the boulders themselves are not easily disintegrated, and the intervening material is a fertile clay or loam, this deposit is in no way injurious to the fertility of the country.

In some parts of the island, especially in the west, are beds of stratified sand and gravel, with occasional boulders, resting on the boulder clay. These beds manifestly indicate the action of the sea, and in some of them shells of a modern marine species have been found.

Lastly, there are scattered over the soil though usually not in great numbers, loose stones or boulders, many of which are of the older rocks of the island, but many also have been derived from distant sources.

In the later portion of the boulder or glacial period, Prince Edward Island would seem to have been a meeting-place of ice-laden currents, carrying boulders from both sides of the Gulf of St. Lawrence.

It is deduced, from the appearance of these "travelled boulders," that in the "glacial period" Prince Edward Island was submerged, and ground over by icebergs carrying stones, which in the later portion of this period were deposited over its surface. The stratified sand, and gravel were formed when the land was emerging from the waters.

Of the modern deposits, peat is the most important. Peat-bogs occur in many parts of the island, but are usually of small extent and depth. A remarkable exception to this occurs in the great turbary known as the Black Bank, on the south side of Cascumpeque Bay, and in some other bogs in Richmond Bay and its vicinity. These are the most important on the island, and were especially examined by Mr. Harrington.

The deposit at Lennox Island in Richmond Bay occurs on the north east shore, and must once have been of far greater extent than it now is.

The peat is almost entirely the result of the accumulation of a species of *Sphagnum*, or "peat-moss," which has the property of decaying below and giving forth new vegetation above. Most of it belongs to the class called by Karmarsch "turfy peat" (Rasentorf), that is to say, it consists of masses which are but slightly decomposed, has a yellow or yellowish-brown colour, and is soft, spongy, and elastic; but the lower portion of the bed is what is known as "fibrous peat," which is characterized by its brown or black colour, by a much greater density than the turfy, by its small degree of elasticity, and by the fact that the fibres, although distinguishable by the eye, are much more readily broken up than turfy peat.

The bank is constantly being washed away by the waves, and at high tide the water comes within three feet of the top. But there is still a surface of about 250,000 square yards with a depth of seven

feet, and, allowing it to lose four-fifths by breaking up and drying, this would yield about 29,000 tons of dry fuel.

The peat at Squirrel Creek, near the property of Hon. W. H. Pope, is "riper" than the last described, but still it belongs to the two classes of "turfy" and "fibrous" peat.

It is said to have an area of 800 acres, but the area of workable peat is probably not more than 500 acres. Assuming this as the area, and taking the average depth at 9 feet, we get 7,260,000 cubic yards as the contents; or, deducting four-fifths for loss in drying, 1,452,000 cubic yards, or (taking the sp. gr. at 0.40) about 500,000 tons of air-dried peat.

The Black Bank deposit at Cascumpeque is situated on the southern side of Holland or Cascumpeque Bay, its eastern limit being over a mile from what is known as "Cascumpeque Narrows." This is the most extensive deposit seen, and the peat is also of the best quality. Owing to its very black colour, it has received the name of Black Bank or "Black Point." At the water's edge it is quite perpendicular, and is constantly being undermined and washed away. The height of this bank at the extremity of the point is twelve feet or a little over, and yet, during storms, the waves come dashing in over the sand-bank opposite, and reach its very top. On going inward from the shore it rises toward the centre seven or eight feet higher, being, like the last described, a "highmoor" (Hochmoor). The average thickness was estimated at fifteen feet, and the sphagnum is still growing over a large part of the bog. The area was estimated at nearly three million square yards (2,816,000), which would make the cubical contents amount to 14,080,000 cubic yards.

The peat is much denser and of a darker colour than that either of Squirrel Creek or Lennox Island, the lower half being very dark brown, or quite black, and much of it having nearly lost its fibrous structure; in this it approaches the character of what is known in Germany as "earthy peat."

Assuming it to lose three-fourths of its bulk in drying, this bog would afford 3,520,000 cubic yards of dry peat; or, taking the sp. gr. at 0.60, 1,777,245 tons.

Directly west of Black Bank there is said to be a second deposit exceeding it in magnitude, and still another on Grover Island; but these have not been examined particularly.

The common American oyster (Ostrea Virginiana) and [illegible] occurs abundantly on the coast, and large accumulations of its shells, with those of the mussel, *Mytilus edulis*, have been formed in some of the bays and river estuaries. I was informed by Mr. W. H. Pope, who has given much attention to this subject, that some of these beds are fifteen feet or more in thickness. They consist of dead shells, and in many places no living shells occur, even at the surface, the animals having been killed by the gradual approach of the beds to the surface of the water, exposing them to the action of the frost and ice and to invasion of sandy sediment. These beds of dead oyster and mussel shells, with the mud filling the interstices, constitute one of the most valuable deposits on the island. Under the name of "mussel-mud," this material is taken up in great quantity by ingenious dredging machines, worked from rafts in summer or from the ice in winter, and is applied as a manure to the soil, with the most excellent effects. It supplies lime and organic matter, besides small quantities of phosphates and alkalies.

Sand hills derived from the waste of the red sandstones are extensively developed along the north-west shore, and are liable to frequent changes unless held together by the roots of the coarse grasses growing over them.

Shore ridges, or "shooting-dykes," as they are called, from the use made of them by sportsmen, are regular banks of earth or soil fringing the creeks, and have the appearance of artificial earth works, for which, indeed, they have sometimes been taken. They are often six feet high, and ten feet wide at the base. They are probably of the same nature as the lake ridges of Nova Scotia, and are produced by the expansion and drifting of the ice formed in the creeks in winter.

With regard to the relation of the Carboniferous rocks of Prince Edward Island to the coal-fields of Nova Scotia and New Brunswick, the investigations of Dr. Dawson lead to the general practical conclusions:

1. That Carboniferous rocks, similar to those of Nova Scotia or New Brunswick, probably underlie the whole of Prince Edward Island.

2. That, in certain places, the upper member of the Carboniferous series appears at the surface in a nearly horizontal and undisturbed condition.

3. That boring operations prosecuted at these places would, undoubtedly, reach the Upper, and possibly the Middle, coal measures, and the beds of coal which they may contain.

4. That the productive value of such coals must be uncertain previous to such actual trial.

5. That the depth of the seams would probably be too great for profitable mining in the present state of the coal trade.

Should any borings in the Upper coal measures of Nova Scotia or New Brunswick take place, the information could readily be applied to Prince Edward Island. On the other hand, the successful penetration of the newer coal formation in Prince Edward Island, in search of coal, would at once develop the regions of the mainland now untried. In any case, deep boring in the newer coal formation, either in northern New Brunswick or in Prince Edward Island, could scarcely fail to develop facts of scientific interest.

On the whole, it may be concluded that the probabilities are decidedly against the discovery of any large bed of coal at such a depth as to enable it to be immediately available.

The economic geology and minerals of the island may be briefly stated:

Peat.—In European countries, and more recently in Canada and the United States, peat has commanded much attention as a cheap and convenient fuel. In its natural state, or merely air-dried, it has been much employed for local consumption, though of very inferior heating-power to coal; but, when pulped or compressed and thoroughly dried, it has been found capable of competing with coal and wood on equal terms, both for steam production and domestic use. Charred peat has also become an important article of consumption as a substitute for wood charcoal and coke. The importance of this subject may be inferred from the following calculations by Dr. Harrington as to the quantity of peat in the three great turbaries noticed under a previous heading:

[illegible]	[illegible]	at $4	$8[illegible]
Squirrel Creek	[illegible]	"	2,0[illegible]
Black Bank	[illegible]	"	7,1[illegible]
[illegible]	[illegible] tons, value, at $4		$[illegible]

The question of fuel is likely, from the rapid disappearance of the forests, to be a matter of extreme importance in Prince Edward Island. The cheapness of coal in Nova Scotia, along with the easy transport by water to most parts of the island, and the convenient inland transportation which is afforded by the railway now completed, must prevent any serious difficulty; but it is worthy of consideration whether measures should not be taken for the utilization of the large deposits of peat existing in the Province, and shown as above to be of such immense value.

Building Stone.—The ordinary red sandstone of the island, where thick bedded and uniform in hardness, affords a good building-stone, easily cut, and becoming harder on exposure. Stone of this kind is obtainable in nearly all parts of the eastern and middle sections of the island, and in some parts of the western section. Quarries capable of furnishing valuable supplies to Charlottetown exist on the Brackley road about four miles from the railway.

The brown sandstones of Gallas Point and Campbellton are of somewhat harder texture, and a good building-stone.

[illegible]—Excellent deposits of this material abound on the island. They are of three kinds: 1. The beds of red clay interstratified in the Triassic formation. These are very pure and free from stones, but require to be quarried and exposed to the action of the frost, and mixed with sand. 2. Post-pliocene clays belonging to the boulder formation. These are often stony, but otherwise good material. 3. Modern alluvial clays which have accumulated in the lower levels from the waste of the higher grounds. The last are those chiefly worked at present, but the others will eventually be more largely used. We may add here, that should the process now extensively used in the United States and Great Britain for the manufacture of artificial stone from sand come into use in the island, the immense supplies of fine and uniform sand contained in the sand-hills of the north shore will afford an inexhaustible supply of the best possible material.

Limestone.—This occurs both in the Upper Carboniferous and the Trias, but not in thick beds, or of pure quality. The best limestone found is that at Minnigash and its vicinity. It is in large concretions of hard, earthy limestone, in a bed of marly sandstone, about three feet thick. Similar beds, but apparently of less importance, occur at Gallas Point and Governor's Island.

In the Trias, thin bands of concretionary limestone and conglomerate limestone occur in several places, more especially in the vicinity of Richmond and Bedeque bays, at Indian River, and at Kildare. These beds are all of coarse quality, and some of them are Dolomitic, or contain carbonate of magnesia. They are used for agricultural purposes, and, where so situated as to be easily quarried, may afford a cheaper lime for this purpose than that which is imported. At Freetown, near Bedeque Bay, this limestone is burned on a somewhat large scale.

Metallic Ores are not found anywhere in sufficient quantity to be of economic importance. The principal are:

Red Hematite.—An excellent ore of iron, in concretions at Gallas Point and elsewhere. At Gallas Point, sufficient quantities may be picked up on the beach to afford a small additional supply to an iron furnace, but not to warrant any independent enterprise.

Grey Sulphide of Copper.—In concretions in a sandstone at Governor's Island, associated with green carbonate of copper. This is a rich and valuable ore; but, so far as at present known, the quantity to be obtained is inconsiderable.

Black Manganese Ore and Bog Iron Ore.—In concretions in many swamps in different parts of the island, but not in quantity to render it of any importance.

Soils.—The great wealth of Prince Edward Island consists in its fertile soil, and the preservation of this in a productive state is an object of imperative importance. The ordinary soil of the island is a bright red loam, passing into a stiff clay on the one hand, and sandy loam on the other. Naturally it contains all the mineral requisites for cultivated crops, while its abounding in peroxide of iron enables it rapidly to digest organic manures, and also to retain well their ammoniacal products.

The chief natural manures afforded by the island, and which may be used, in addition to the farm manures, to increase the fertility of the soil, or restore it when exhausted, are:

1. The mussel mud, or oyster shell mud of the bays. Experience has proved this to be of the greatest value.

2. Peat and marsh mud and swamp-soil. These afford organic matters to the run-out soil at a very cheap rate.

3. Sea weed, which can be obtained in large quantities on many parts of the shores, and is of great manurial value, whether fresh or composted.

4. Fish offal. The heads and bones of cod are more especially of much practical importance, and should be more carefully preserved than at present.

5. Limestone. The brown earthy limestones of the island are of much value in affording a supply of this material, as well as small quantities of phosphates and alkalies.

NEWFOUNDLAND.

The following remarks on the geology of Newfoundland are from the reports of Alexander Murray, Esq., F.G.S., director of the geological survey of that island.

Although much of the country is still insufficiently explored, enough is known to class the rock formation of the island generally into three series, in ascending order, thus:

1. Laurentian Series.
2. Intermediate Series—Huronian or Cambrian.
3. Lower Silurian Series—Potsdam, Upper and Lower.

The Laurentian system is extensively displayed in Newfoundland, and has materially contributed to produce the remarkable geographical and topographical features of the island.

Coming to the surface in a succession of parallel anticlinals, all tending about N.N.E. and S.S.W., at intervals more or less widely apart, gneissic rocks form the principal ranges of hills and mountains from one side of the island to the other. Great masses of granite or syenite are intruded through these rocks at various parts, one conspicuous instance of which occurs at Indian Brook, a little westward of Kelligrews, near the head of the bay, where a beautiful and endurable quality of building-stone can be easily procured.

Evidences of the crystalline limestones which belong to this system occur in the valley of the Codroy River, and on the southern side of St. George's Bay, fragments of white crystalline limestone spotted with graphite being frequently seen in the former, while at the latter magnetic iron was found associated with labradorite.

The Intermediate system, supposed to be the equivalent of the Cambrian of England, and the Huronian of Canada, intersects the country in all directions, and has been especially examined from St John's to Conception Bay, and from Topsail Head across Bell Isle to Harbour Grace. It is composed of dark-grey and red sandstones, with slate conglomerates and bands of quartzites, diorites, and jasper.

The Lower Silurian rocks of the third series underlying the island are of coarse conglomerates and limestones of Potsdam age, and coloured slates and sandstones, interstratified with dark argillaceous shales. The formation of this series over the peninsula of Avalon bears generally the description of the gold-bearing rocks of Nova Scotia, and recent examinations and comparisons of their structure and the fossils contained in them undoubtedly tend to show that the equivalents of the gold-bearing rocks of Nova Scotia have a wide spread in this Province, and the mineral condition at various parts of their distribution is such as to favour the existence of the precious metal; but even were this practically proven, it does not follow that the metal could be found in remunerative quantities.

Intrusive rocks sometimes intersect these stratified formations, and their mineral character is various, but mainly consisting of great masses of trap, or of greenstone, or feldspar porphyry.

The glacial boulders before alluded to in Prince Edward Island are also found in Newfoundland, and probably will bear a similar explanation.

The soil of the island is usually good, the valleys being level or gently undulating, and the surface soil of a sandy loam underlaid by a drift of clay or gravel and a subsoil of tenacious blue or drab clay, which is sometimes slightly calcareous.

The contemporaneity of the Carboniferous rocks of Newfoundland with those of the mainland is manifested by the same want of conformity with the older and supporting formations, and the almost exact resemblance which obtains in mineral, lithological, and fossil characters throughout the stratigraphical sequence, from the base upwards; but the accumulation in the island would appear to be in considerably less volume than on the mainland; and, so far as researches will permit the expression of opinion, it seems that it is in the upper members that the Newfoundland series is principally wanting.

By a glance at the Geological Map of Canada it will immediately be observed that a vast area of the Provinces of New Brunswick and Nova Scotia is spread over by members of this series; and further, that the geographical position, where similar measures have been recognized in Newfoundland, is suggestive of the latter being the prolongation of a great elliptical-shaped trough, extending from the former, the centre of which is concealed beneath the waters of the Gulf of St. Lawrence. It may also be perceived that while in New Brunswick the formation extends in a uniform unbroken sheet over the surface, it becomes broken and patched in Nova Scotia and Cape Breton. The symmetry of the ellipse, moreover, will be seen to be broken near its centre at the Magdalen Islands, where a part of the lower members of the system come to the surface, indicating the axis of an anticlinal fold, bearing in the direction of St. George's Bay. Proceeding from the westward, this fold would thus appear to be the first of a series of disturbances which increase in frequency further east, and which are intensely developed in Newfoundland.

The principal seat of the explorations of the coal-field of Newfoundland has been near George's Bay, where Mr. Murray has made special surveys. At the Middle Barachois Brook, at Robinson's Creek, and other points, outcrops of coal occur, exhibiting seams of considerable size.

At Grand Pond also, a seventeen-inch seam has been recently discovered, and it is by no means improbable that further developments of workable seams may be made by boring. Although the natural

outcrops are few, and the areas of the strictly productive measures limited, yet there seems every reason to suppose that more careful examination, accompanied by proper borings, might develop enough in this area to justify the opening of mines

Coal is also reported to exist at Coal River, where an outcrop of nearly three feet has been seen.

Besides coal, the economic minerals of Newfoundland may be stated to comprise

Salt, of which numerous indications exist through the Carboniferous region, although none of the springs are yet utilized as a source for manufacturing

Gypsum.—This mineral is perhaps distributed more profusely and in greater volume in the Carboniferous country than in any part of the North American continent of the same extent. Enormous developments of it occur at Codroy, the Highlands, Middle Barachois, Robinson's Brook, Fishel's and Flat Bay brooks, while more isolated masses are found at Harry's Brook, Romain's Brook, and Port-au-Port Bays on the northern side of Saint George's Bay. As an article of export, the great objection which presents itself is the absence of secure harbours, Codroy and Sandy Point being the only safe places to embark cargo; but its value for agricultural purposes cannot be overestimated.

Copper.—The ores of copper are of frequent occurrence, often in the form of grey sulphurets, in the veins or dislocations of the Intermediate series.

There are several places in Conception, Placentia, and St. Mary's bays where the ores of copper are displayed in the intersecting veins; but although such indications are numerous, and the ore of a rich quality, it does not usually appear to be persistent, but rather to occur in isolated masses, and nothing but special survey would justify the large outlay requisite for the development of a mine. The presence of the ore, however, is so general in the veins of the Intermediate system as to constitute a characteristic.

In Notre-Dame Bay at Twillingate Islands, at Sunday Cove Island, Pillev's Island, the Three Arms of Green Bay, and other parts, veins of copper ore worthy of trial exist, and at Tilt Cove there are mines which have been worked for several years, and are said to be the richest and most productive copper mines in the world. Operations have been carried on at the mines with the most gratifying success. The ore has been found in beds of from three to four feet thick, but not in a regular lode. Over 60,000 tons of copper have already been extracted, and is chiefly exported to Swansea in Wales for smelting. A vein of nickel of some value is also worked here by the same company.

Lead.—There are various localities in Placentia, St. Mary's, and Conception bays, and also at Bay d'Espoir and Port-au-Port, where galena ores exist in quantities. A mine has been opened near the latter place at Lead Cove, on the property of the Hon. C. F. Bennett, but the most notable mine is at Placentia Bay—the La Manche Mine. This mine has been open since 1857, and several thousand tons of lead have been raised. It has changed hands many times, and its fortunes seem to have languished more through want of union or lack of capital among its proprietors, than from any diminution of ore. At present we believe it has passed into the hands of a new company, who propose to try its capacity more vigorously

Chromic iron ore, manganese, and other economic metallic ores are found, but not in quantities or locations to make them available.

Building stones are abundant, and the sandstones on St. George's Bay, the Peninsula of Avalon, and Notre-Dame Bay, and the limestones of the Lower Ples, are available for building, as also the granites of Black River and Conception Bay

Roofing slates of first quality occur at Smith's Sound and other places. Grindstones and whetstones are found at Grand Pond, and on Trinity Bay is a hone stone which in texture and quality rivals the famed oil-stone of Turkey for the purpose of sharpening the finer description of edged tools. It is chiefly to be found near the base of the Aspidella slates, where, by careful selection, it might be produced to almost any extent.

Fuel.—Fuel for burning are found abundantly, and need not be specially designated, and red and yellow ochre, peat and shell marls exist on many parts of the coast.

Mr. Murray speaks at length in his reports of the new agricultural regions opened up by recent surveys, and the valuable timber lands, but these have been alluded to in their proper place, in the topographical notice of the Province.

CHRONOLOGICAL LANDMARKS

IN THE

HISTORY OF CANADA.

Icelanders discover America.....1001
First Greenland Bishop visits settlement at Vineland.....1121
Ship from Greenland goes to Markland (mouth of the St. Lawrence) and returns by Iceland 1349
Columbus discovers America.....1492
John Cabot discovers Labrador and Newfoundland.....1497
Gasper Corterea1 enters the Gulf of St. Lawrence.....1500
French fishermen visit the bank of Newfoundland.....1504
Sebastian Cabot enters Hudson's Bay 1517
Verazzano explores the American Coast 1525
Jacques Cartier enters the Bay of Chaleurs, 9th of July.....1534
Cartier discovers the River St. Lawrence, and reaches Hochelaga..1535
First unsuccessful attempt to Colonize Canada.....1541
Settlers left on Sable Island by Marquis de la Roche.....1598
Champlain first visits Canada.....1603
Settlement formed at Annapolis (Port Royal).....1605
First settlement at Quebec 1608
First Jesuit Missionaries come to Acadia 1611
Settlement at Port Royal taken by the English 1613
Recollet Fathers come to Quebec
Champlain visits Lake Ontario, and ascends the Ottawa to Lake Nipissing 1615
Canada invaded by the Iroquois..1617
Foundation of the Recollet Convent at Quebec and of the Castle of St Louis 1620
Nova Scotia granted to Sir W. Alexander by James I; First Code of Laws promulgated at Quebec...1621
Nova Scotia first settled by English.1624
Jesuit Fathers arrive at Quebec....1625
Death of the first colonist, Louis Hébert.....1626
Canada granted to "Company of One Hundred Associates;" Feudal System established 1627
Quebec taken by the English 1629
Canada and Acadia restored to France; First School opened at Quebec 1632
Champlain returns to Canada 1633
Death of Champlain.....1635
Sillery founded, Jesuit's College, Hôtel Dieu.....1637
Earthquakes; Ursuline Convent at Quebec founded.....1639
Incursions of Iroquois 1640
Montreal first settled and fort built at Sorel.....1642
Battle with Iroquois at Montreal. 1644
Lake St. John discovered 1647
Hurons destroyed by Iroquois ...1649
Expedition to Hudson's Bay 1651
Acadia taken by English 1654
Seminary of Montreal founded....1657
M. de Laval, first Bishop, arrives; Two fur traders visit the Sioux.1659
Lake Superior visited.....1660
Violent Earthquake; "Associated Company" dissolved; Royal Government established; First Courts of Law; Seminary at Quebec founded 1663
Seigniories granted.....1664
Carignan Regiment sent to settle in Canada, Fort of Chambly built..1665
Expedition against the Iroquois; Church at Quebec consecrated...1666
Acadia restored to France; Trade opened with West Indies.....1667
Hudson's Bay Company formed in England.....1668
Mission opened at Michilmackinac.1669
Small pox devastates Indians 1670
Expedition to Hudson's Bay; Country around Lake Huron taken possession of by Perrot 1671
Fort at Kingston built; Church built of stone at Montreal.....1672
Mississippi discovered.....1673

Lachine founded, Iroquois established at Caughnawaga.....1674
Market opened at Quebec 1676
Fort Niagara founded by La Salle, and Lakes explored to Lake Michigan 1679
La Salle reaches mouth of Mississippi 1682
War with Iroquois; Fatal Epidemic throughout Canada.....1686
Massacre at Lachine. War declared between England and France.1689
Acadia taken by New Englander and Canada invaded 1690
Iberville takes English forts at Hudson's Bay .....
Iroquois territory invaded, and Acadia and Newfoundland taken by English 1696
Peace concluded 1697
Louisiana colonized.....1699
Peace made with Iroquois; Fort of Detroit founded 1701
War declared, New England invaded 1703
Canadians granted leave to manufacture 1704
Cape Breton colonized 1708
Canada invaded by English 1709
Acadia taken by English 1710
Canada again invaded 1711
Treaty of Utrecht. Acadia ceded to England; Newfoundland and Hudson's Bay restored. Stages established between Quebec and Montreal 1713
Ships built at Quebec 1715
First Government formed by English in Nova Scotia 1719
Fort of Louisbourg built.....1720
First post established 1721
Division of settled country into parishes 1722
Census taken 1723
English build fort at Oswego.....1724
War with Western Savages 1727
Famine in Canada 1730
Crown Point built 1731
Forts built on Lake of the Woods, Lake Winnipeg, the Saskatchewan, and Assiniboine ..1732 to 1738
First Forge at St Maurice 1739
Territory between Mississippi and Rocky Mountains explored. ...1743
War between England and France; Louisbourg taken by New England 1745
New England Colonies attacked by French.....1746
Peace of Aix la Chapelle; Louisbourg restored to France; Halifax founded by English; Forts built at Green Bay and Toronto by French. Militia Rolls drawn up for Canada; Courts of Justice erected, Nova Scotia; Acadians leave Nova Scotia for Canada and Prince Edward Island 1747
Unsuccessful attempt to settle limits of colonies.....1750
Fort Du Quesne built. Hostilities are renewed.....1754
Acadians are expatriated; Braddock defeated by French, and Dieskau by English; Ticonderoga built by French, and Forts William Henry and Edward by English 1755
Montcalm arrives; Oswego is taken by the French. Famine and small-pox in Canada 1756
Fort William Henry taken by French. General failure of harvest in Canada.....1757
First meeting of Legislature at Halifax. Louisbourg and Prince Edward Island and Forts Du Quesne and Frontenac taken by English 1758
Crown Point and Ticonderoga surrendered, Niagara taken by Sir W. Johnson, Quebec by Gen. Wolfe 1759
Canada surrendered to British.....1760

First English Settlement in New Brunswick.....1762
Treaty of Peace; Cape Breton annexed to Nova Scotia.....1763
Courts established in Canada. Labrador and Prince Edward separated from it; First newspaper published at Quebec.....1764
Fire at Montreal; Conspiracy of Pontiac.....1765
First vessel built at St. John, N. B..1770
Canada of Quebec becomes extinct; Jesuits are abolished.....1773
Constitution of 1774 granted by Quebec Act; Council formed; North west coast explored by Cook and Vancouver.....1774
Revolt of English colonies; Invasion of Canada; Martial Law proclaimed; Montreal taken, and Montgomery defeated and killed before Quebec.....1775
Canada evacuated by Americans. Declaration of Independence....1776
Meeting of Council and passing of ordinances respecting militia and administration of justice.....1777
Treaty of peace signed; U. E. Loyalists settle in Ontario and New Brunswick; N. W. Company formed; Kingston founded 1783
Cape Breton separated from Nova Scotia.....1784
New Brunswick separated from Nova Scotia; Habeas Corpus Law introduced into Canada; First school opened in Ontario; City of St. John established by Royal Charter.....1785
Ontario divided into five districts, and English Law introduced; King's College, Nova Scotia, founded.....1788
Canadian Act passed; Provinces Ontario and Quebec divided.....1791
1st Parliament of Lower Canada meets.....1792
1st Parliament of Upper Canada; 2d session Lower Canada; Public accounts do. first published; First merchant vessels on Lake Ontario; Horse ferry on Niagara River; First Protestant Bishop of Quebec.....1793
First roads opened in Upper Canada; Toronto founded.....1794
Road Bill passed L. Canada Legislature; Canadian volunteers enrolled, Fort Niagara ceded to U. S.....1796
First stages established in Upper Canada.....1798
Education Act passed in Upper Canada 1799
Great fire in Montreal.....1803
Locks made at Coteau, Cascades, and Long Sault.....1804
First ship built in Montreal; First French newspaper published....1806
Grammar schools established in Upper Canada.....1807
First steamer on St. Lawrence....1809
La Canadien suppressed.....1810
Judges excluded from Parliament.1811
War with United States; Battle of Queenstown.....1812
Chateauguay, Chrysler's Farm, Fort Niagara; Hamilton founded.1813
Battles of Lacolle, Chippewa, Lundy's Lane, Plattsburg; Treaty of peace signed.....1814
First steamboat on Lake Ontario; Common schools established in U. Canada.....1816
Banks opened at Quebec and Montreal.....1817
Steamer on Lake Erie; Royal Institution established, L. C.; Halifax and St. John made free ports.....1818
First steamer on Ottawa; Cape Breton annexed to Nova Scotia.....1819
Lachine Canal commenced; Union of Hudson's Bay and N. W. Companies.....1821

Union of Provinces proposed.....1822
Lower Canada Legislature vote money for encouragement of Agriculture.....1823
Fabrique Act passed.....1824
Death of Bishop Mountain, and of R. C. Bishop; Great fire on the Miramichi, N. B.....1825
Steamers on Lake St. Louis and Lake St. Francis; Latest navigation open at Quebec on record.1826
Rideau Canal began; McGill College founded; King's College, Toronto, founded; Clergy-Reserves agitation.....1827
Saguenay District explored; Petitions from Lower Canada sent to England; Earliest known opening of navigation at Quebec; Pictou and Sydney made free ports.1828
Upper Canada College opened; Welland Canal begun.....1829
Canada divided into counties; Longest season of navigation on St. Lawrence.....1830
Steamer between Quebec and Halifax; Chambly Canal begun 1831
Cholera.....1832
Quebec and Montreal incorporated; Castle of St. Louis burned.....1833
Passing of the 92 Resolutions by L. C. Assembly; Second year of Cholera.....1834
General agitation throughout the Canadas.....1836
Ascension of Her Majesty; Breaking out Canadian Rebellion; Fire at St. John, N. B.; First railway, L. C.....1837
Suspension of L. C. Constitution; General amnesty; Second insurrection.....1838
Special Council assembled at Montreal; Boundary difficulties, New Brunswick; First horse railway, Upper Canada.....1839
Union of Provinces.....1840
First Parliament of Canada meets at Kingston; Municipal and Education laws passed; First screw steamer on Lakes.....1841
"Ashburton Treaty;" First railway commenced in Nova Scotia..1842
Boundary Survey; King's College, Toronto, opened; Cornwall and Chambly canals opened; Seat of Government removed to Montreal 1843
Dr. Ryerson appointed Superintendent of Education, U. C.; First Convocation of Toronto University; First railway commenced in New Brunswick.....1844
Rebellion losses commission; Great fires at Quebec; Welland Canal opened.....1845
Lake Superior mines explored; School Bill passed for Upper Canada.....1846
Ship fever; First telegraph, Canada; Normal School established at Toronto; Grand Trunk Railway commenced.....1847
Navigation laws repealed; First telegraph, Nova Scotia and New Brunswick.....1848
Rebellion Losses Bill; Burning of Parliament House; Riots at Toronto and other places; Beauharnois Canal opened.....1849
Parliament meets at Toronto; Clergy-Reserves agitation.....1850
Gold discovered at British Columbia, and coal at Nanaimo, Vancouver's Island.....1850
"Separate School" system in Ontario; Great fire in Montreal; Change in postal system.....1851
Parliament meets at Quebec; Trinity College, Toronto, and Laval University, Quebec, opened..1852
First locomotive railway in Ontario; Great Western Railway commenced; First screw steamer from Liverpool to St. Lawrence..1854

Seigniorial Tenure and Clergy-Reserves question settled.....1854
Reciprocity Treaty; Paris International Exhibition; First vessel from Chicago, through St. Lawrence to Liverpool.....1855
Allan Steamship Line established; Education Bill passed; Victoria Bridge begun.....1856
Normal Schools in Quebec; First Petroleum works, Ontario; Gold discovery, Nova Scotia.....1857
Decimal system adopted; Ottawa named capital; Atlantic Cable laid, Delegates sent to England about "confederation;" First railway completed in Nova Scotia; Great Western Railway completed.....1858
Prince of Wales visits Canada; Victoria Bridge opened; First railway opened in New Brunswick; Grand Trunk Railway completed.....1860
Secession of Southern States; Troops sent to Canada; First street railways, Montreal and Toronto.....1861
International Exhibition, London; War in United States; Conference at Charlottetown concerning Confederation.....1862
Illegal recruiting in Canada for U.S. Army.....1863
Quebec Conference.....1864
Confederation passes Canadian Parliament; close of War of Secession; Reciprocity Treaty expires.1865
Nova Scotia and New Brunswick accept Confederation; Last session of Canadian Parliament; Atlantic Cable laid.....1866
First Fenian Raid; British North American Act passes Imperial Parliament, May.....1867
Dominion inaugurated, 1st of July; First meeting of Dominion Parliament, 6th Nov.....1867
Assassination of Mr. McGee; Discovery of silver mines at Thunder Bay, Lake Superior; Sir John Young succeeds Lord Monck as Governor-General.....1868
Second session Dominion Parliament; Intercolonial Railway commenced; Prince Arthur comes to Canada.....1869
Second Fenian Raid; N. W. Territory and Manitoba come into Dominion; Insurrection at Red River.....1870
British Columbia enters Dominion; Pacific Railway Survey undertaken; Washington Treaty; Census of Dominion taken.....1871
Washington Treaty accepted by Dominion Parliament; Dissolution 1st Dominion Parliament; Lord Dufferin succeeds Lord Lisgar...1872
Pacific Railway charter granted, General agitation respecting charges of political corruption on the part of the administration with respect to granting this charter; Prince Edward Island enters the Confederation; Dissolution of Parliament; Sir John Macdonald's administration overthrown through the Pacific Railway investigation; A Liberal administration succeeds, under the Premiership of Hon. Alexander Mackenzie.....1873
New Pacific Railway Bill passed, and the surveys published; Louis Riel elected member of Parliament from Manitoba, but he is outlawed for participation in the North-west rebellion of 1870; Lord Dufferin, Governor-General, makes a popular summer progress through the upper Provinces.....1874

CANADIAN TARIFF OF CUSTOMS.

AS IN FORCE ON [illegible] OCTOBER, 18[illegible]

All Articles not hereafter Enumerated as charged with an Ad Valorem Duty, or charged with a Specific Duty, or declared Free of Duty, are chargeable with a Duty of 17½ per cent. on the Value thereof.

[illegible]

Beer, in casks, 10 per cent. and 5c. per gall.
Beer, in bottles, 5 quarts or 10 pints to a gallon, 10 per cent. and 5c. per gall.
Benzole ... 15c. per gall.
Berries used chiefly in dyeing ... Free
Bibles, Testaments, Prayer Books and Devotional Books ... 5
Bichromate of Potash ... Free
Biscuit from Great Britain and the B. N. A. Provinces ... Free
Bitters ... $1.50 per gall.
Bleaching Powders ... Free
Bone Black ... Free
Blocks, Stereotype, for Printing purposes ... Free
Blooms and Billets, puddled or not puddled ... 5
Blue Vitriol ... Free
Bolting Cloth ... Free
Books, Printed Periodicals, and Pamphlets, not being foreign reprints of British copyright works, nor Blank Acc't Books, Copy

[illegible]

Cassia, ground ... 25
Casts, as models for the use of schools of design ... Free
Cement, marine or hydraulic, unground ... Free
Cheese ... 3c. per lb.
Cheese, the produce of B. N. A. Provinces ... Free
Chestnut and Cherry Plank ... Free
Chicory, or other Root or Vegetable used as Coffee, raw or green 3c. per lb.
Chicory, kiln dried, roasted or ground ... 4c. per lb.
Chinese Blue ... Free
Church Bells ... Free

[illegible]

Cotton Waste ... Free
Cotton Wool ... Free
Crank Axles, Locomotive ... 10
Crank Pins, Locomotive ... 10
Cranks, Locomotive ... 10
Cranks, Steamboat and Mill, forged in the rough ... Free
Cream of Tartar, in Crystals ... Free
Crinoline Thread, for covering Crinoline Wire ... Free
Curled Hair ... Free
Drawings, not in Oil ... Free
Diamonds and Precious Stones, not set ... Free
Drain Tiles ... Free

[illegible]

Glass Paper and Glass Cloth ... 10
Gold, Silver and Plated Ware, Manufactures of ... 17½
Goldbeaters' Brim Moulds and Skins ... Free
Grain of all kinds ... Free
Grain, Wheat ... Free
Gravels ... Free
Grease and Scraps ... Free
Greens, Paris and permanent ... Free
Gum, Copal ... Free
Gum, British ... Free

[illegible]

Iron Wire ... 5
Iron, Boiler Plate ... 5
Jewelry ... 17½
Junk ... Free
Kelp ... Free
Kerosene Oil, distilled, purified, and refined ... 15c. per gall.
Knees and Riders, Iron, for ship building purposes ... Free
Kryolite ... Free
Lakes, in pulp, scarlet and maroon ... Free
Lard ... 1c. per lb.
Lard, the produce of B. N. A. Provinces ... Free
Lead, in Sheet or Pig ... Free
Lead, Red and White, dry ... Free
Leather, Sole and Upper ... 10
Leather, or Imitation thereof, Manufactures of ... 17½
Lemons, and rinds of, in brine for candying ... Free
Linen Machine Thread ... 10
Litharge ... Free
Lithographic Stones ... Free
Locomotive Engine Frames, Axles, Cranks, Hoop Iron or Steel for

Per c. ad val.

Tires of Wheels, bent and welded, Crank Axles, Piston Rods, Guide and Slide Bars, Crank Pins and Connecting Rods.... 10
Locomotive and Passenger Baggage and Freight Cars, running upon any line of road crossing the frontier, so long as Canadian Locomotives and Cars are admitted free, under similar circumstances, in the United States....Free
Lumber, Plank and Sawed, of Walnut, Rosewood, Cherry, Chestnut, Mahogany, and Pitch Pine....Free
Lumber and Timber of all kinds, round, hewed, but not otherwise manufactured in whole or in part, from B. N. A. Provinces...Free
Mace.... 25
Machine Twist and Silk Twist.... 10
Machinery for Mills and Factories, which is not manufactured in the Dominion.... 10
Malt....10c per bush
Manilla Grass....Free
Manufactures of Brass or Copper.. 17½
Manufactures of Cottons.... 17½
Manufactures of Silks and Velvets 17½
Manufactures of Hardware 17½
Manufactures of Leather, or Imitations thereof.... 17½
Manufactures of Glass-ware.... 17½
Manufactures of Fancy Goods ... 17½
Manufactures of Furs.... 17½
Manufactures of Gold, Silver, and Plated Ware 17½
Manufactures of Leather, including Boots and Shoes, Harness and Saddlery.... 17½
Manufactures of Woollens.... 17½
Manures....Free
Marble, in Blocks, unwrought, or sawn on two sides only, or Slabs sawn from such Blocks, having at least two edges unwrought..Free
Mastic Damar, Sandarac and Shellac....Free
Meats, Fresh, Salted, or Smoked, 1c per lb
Meats Fresh, Salted, or Smoked growth or produce of B. N. A. Provinces....Free
Medals and Cabinets of....Free
Medicines, Proprietary Medicine commonly called Patent Medicines, or any Medicine or Preparation of which the Receipt is kept secret, or the ingredients whereof are kept secret, recommended by advertisement, bill or label, for the relief or cure of any disease or ailment.... 25
Medicinal Roots in their natural state....Free
Menageries, Horses, Cattle, Carriages, and Harness of....Free
Melado....2c per lb. and 25
Metallic Oxides, dry, ground or unground, washed or unwashed not calcined....Free
Military and Naval Stores....Free
Mineralogy, Specimens of....Free
Models....Free
Molasses if used for refining or for the manufacture of Sugar, 75 per 100 lbs.
Molasses if not so used.... 25
Molasses concentrated, or Syrup of....2c per lb and 25
Moss, for Upholstery purposes....Free
Musical Instruments for Bands, for the use of the Army and Navy..Free
Nails, Composition....Free
Nails, Sheathing....Free
Naphtha....15c per gall
Natural History, Specimens of....Free
Naval Stores....Free
Netting, Cotton and Woollen, for India rubber shoes....Free
Nitrate of Soda....Free
Nitre or Saltpetre....Free
Nuts, dried, of all kinds.... 17½
Nuts, chiefly used in dyeing....Free
Nutmegs.... 25
Oakum....Free
Ochres, dry, ground or unground washed or unwashed, not calcined....Free

Per c. ad val.

Oil Cake....Free
Oils, Coal and Kerosene, distilled, purified and refined....15c. per gall
Oils, Naphtha, Benzole, and refined Petroleum.... 15c. per gall
Oils, products of Petroleum, Coal, Shale, and Lignite, not elsewhere specified....10c. per gall
Oils, Crude Petroleum....6c. per gall
Oils, Cocoanut, Pine, and Palm, in their natural state....Free
Oils, Heavy or Carbolic used in the manufacture of wood block pavement, and of wood for railroad ties and buildings....Free
Oils Whale, in the casks from on shipboard, and in the condition in which it was first landed.... Free
Oranges and Rinds of, in brine for candying....Free
Ores of all kinds of Metals....Free
Osiers and Willows for Basket makers' use....Free
Packages, Bottles, Jar, Demijohns, Brandy Casks, Barrels or other Packages, in which Spirituous Liquors, Wines and Malt Liquors are contained, and carboys containing Sulphuric Acid.... 17½
Paintings, in oil, by artists of well known merit, or copies of old masters by such artists....Free
Paris and Permanent Greens....Free
Patent Medicines, or any medicine or preparation of which the recipe is kept secret or the ingredients whereof are kept secret, recommended by advertisement, bill or label, for the relief or cure of any disorder or ailment.... 25
Pearl Ashes....Free
Pelts....Free
Pepper, ground.... 25
Perfumery, not elsewhere specified 25
Perfumed Spirits....$1 20 per gall
Perfumed Spirits, in flasks 1c per flask
Petroleum, crude....6c per gall
Petroleum, refined, purified &c. 15c per gall
Phosphorus....Free
Philosophical Instruments and Apparatus, including Globes, when imported by and for the use of Colleges, Schools, Scientific or Literary Societies....Free
Pig Iron, Lead and Copper....Free
Pimento, ground.... 25
Pipeclay....Free
Piston Rods for Locomotives....Free
Pitch....Free
Plaits Straw, Tuscan, or Grass Fancy....Free
Plants.... 10
Plants, growth and produce of B. N. A. Provinces....Free
Plaster of Paris, neither ground nor calcined....Free
Plate, Rolled Iron.... 5
Plates, Boiler.... 5
Plates, Canada and Tinned.... 5
Playing Cards.... 25
Plush for Hatters' use and for Gloves.... 10
Porter, in casks..5c per gall. and 10
Porter, in bottles (6 quarts or 12 pints to a gall) 5c per gall and 10
Pot Ashes....Free
Poultry growth and produce of B. N. A. Provinces....Free
Precipitate of Copper....Free
Precious Stones, not set....Free
Printing Ink....Free
Printing Presses except Portable Hand Printing Presses....Free
Products of Petroleum, Coal, Shale and Lignite, not otherwise specified....10c. per gall
Prunella.... 10
Rags....Free
Railroad Bars....Free
Ratan, for chair makers....Free
Red Lead, dry....Free
Rennet....Free
Rosin....Free
Rice....1c. per lb
Rod, Nail and Spike, round, square and flat Iron.... 5
Roots, Medicinal, in their natural state....Free

Per c. ad val.

Rosewood....Free
Rum (on every gallon of strength of proof of Sykes' Hydrometer, and so in proportion for every greater strength, and for every less quantity than a gallon) 80c. per gall.
Saddlery.... 15
Sailcloth or canvas, from No. 1 to No. 6, when imported by ship builders or sailmakers for ship building purposes....Free
Sal-Ammoniac....Free
Sal Soda....Free
Salt....Free
Saltpetre....Free
Sand....Free
Satin and fine Washed White....Free
Scrap Brass....Free
Sculpture, Specimens of....Free
Sea Grass....Free
Seeds not classed as Cereals.... 10
Seeds of all kinds, growth or produce of B. N. A. Provinces....Free
Settlers' effects of every description in actual use, not being merchandise, brought by persons making oath that they intend becoming permanent settlers within the Dominion....Free
Shafts, Steamboat and Mill, forged in the rough....Free
Ships' Binnacle Lamps.... 5
Ships' Blocks and Patent Bushes for Blocks.... 5
Ships' Bunting.... 5
Ships' Compasses.... 5
Ships' Cables, iron chain, over one half inch, shackled or swivelled or not....Free
Ships' Cables, Hemp and Grass when used for ships only.... 5
Ships' Cordage, when used for ships only.... 5
Ships' Dead Eyes and Dead Lights 5
Ships' Deck Plugs.... 5
Ships' Iron Knees and Riders.... 5
Ships' Iron Masts, or parts of....Free
Ships' Pumps and Pump Gear ... 5
Ships' Sailcloth or Canvas.... 5
Ships' Shackles and Sheaves.... 5
Ships' Signal Lamps.... 5
Ships' Steering Apparatus.... 5
Ships' Travelling Trucks.... 5
Ships' Varnish, black and bright when used for ships only.... 5
Ships' Wedges.... 5
Ships' Wire Rigging.... 5
Ships' Yellow Metal, in bars or bolts....Free
Ships' Yellow Metal, for sheathing Free
Shoddy....Free
Shoes.... 17½
Shrubs, growth and produce of B. N. A. Provinces....Free
Shrubs.... 10
Silicate of Soda....Free
Silk, Tram or Weaving, to make Elastic Webbing....Free
Silk, Manufactures of.... 17½
Silk Twist, for Hats, Boots and Shoes....Free
Skins, undressed....Free
Slate....Free
Slides and Spangles, and Slotted Tapes for Hoop Skirts....Free
Snuff....20c per lb. and 12½
Soap Fancy and Perfumed.... 25
Soap common....1c. per lb
Soda Ash....Free
Soda Caustic....Free
Soda Nitrate of....Free
Soda, Silicate of....Free
Specimens of Natural History, Mineralogy and Botany....Free
Specimens of Sculpture....Free
Spelter in blocks, sheets or pig. Free
Spices including Ginger, Pepper, Pimento, ground.... 25
Spikes, Composition....Free
Spirits, perfumed, in flasks, 5c. per flask
Spirits and Strong Waters, not having been sweetened or mixed with any article, so that the degree of strength thereof cannot be ascertained by Sykes' hydrometer, for every gallon of the strength of proof by such hydrometer, and so in proportion for

Per c. ad val.

any greater or less strength, and for every greater or less quantity than a gallon, viz., Brandy, Geneva, Alcohol, Rum, Gin (Old Tom Gin), Whiskey, and unenumerated articles of like kind. $1.00 per gall.
Spirits and Strong Waters, mixed with any ingredient or ingredients, and although thereby coming under the denomination of Proprietary Medicines, Tinctures, Essences, Extracts, or any other denomination, are nevertheless deemed "Spirits and Strong Waters," and subject to duty as such
Spirits and Strong Waters, being sweetened or mixed, so that the degree of strength cannot be ascertained, viz., Rum Shrub, Cordials, Schiedam Schnapps, Tafia, and unenumerated articles of like kind....$1.50 per gall.
Spirits and Strong Waters, not elsewhere specified...$1.50 per gall.
Spirits, perfumed.... $1.50 per gall.
Starch....2c. per lb.
Statues, of Bronze, Marble or Alabaster, natural size.... Free
Steel, wrought or cast, in bars or rods....Free
Steering Apparatus for Ships.... 5
Steel Plates, cut to any form, but not moulded....Free
Stone, Lithographic....Free
Stereotype Blocks for printing purposes....Free
Stone, unwrought....Free
Straw.... 10
Straw, the growth or produce of B. N. A. Provinces.... Free
Straw Plaits, Tuscan and Grass Fancy....Free
Sugar Candy, brown or white, 1c. per lb. and 25
Sugar—all Sugar equal to and above No. 9, Dutch standard, 1c. per lb. and 25
Sugar of Lead....Free
Satin, and fine washed white....Free
Sulphur, in roll or flour....Free
Syrup of Sugar or of Sugar Cane 2c per lb. and 25

Tampico, white and black....Free
Tanners' Bark....Free
Tails, undressed....Free
Tallow....1c. per lb.
Tallow, growth and produce of B. N. A. Provinces....Free
Tapes, slotted for the manufacture of Hoop Skirts....Free
Tar....Free
Tea, Green and Japan....4c. per lb.
Tea, Black....3c. per lb.
Tea, Green and Black, from the United States.... 10
Teasels....Free
Tinctures....$1.20 per gall.
Tin, granulated or bar....Free
Tin, blocks or pigs.... Free
Tire or Hoop for locomotive wheels, bent and welded....Free
Tobacco, manufactured, 20c. per lb. and 12½
Tobacco, unmanufactured....Free
Tow, undressed....Free
Travellers' Baggage....Free
Treenails....Free
Trees, Plants and Shrubs, growth and produce of B. N. A. Provinces.Free
Trees, Plants and Shrubs.... 10
Tubes and Piping of Copper, Brass or Iron, when drawn....Free
Turpentine, other than Spirits of Turpentine....Free
Twist, Silk, for Hats, Boots and Shoes....Free
Type Metal, in blocks or pigs....Free
Type.... 5
Union Collar Cloth Paper....Free
Ultramarine....Free
Umber, Raw....Free
Varnish, bright and black, when used for ships and vessels only..Free
Vegetables, including Potatoes and other roots.... 10
Vegetables, including Potatoes and

Per c. ad val.

other Roots, growth and produce of B. N. A. Provinces....Free
Vegetable Fibres....Free
Vegetables, chiefly used in dyeing.Free
Velvets, Manufactures of.... 17½
Veneering, of Wood or Ivory.... Free
Vinegar....10c. per gall
Vitriol, Blue....Free
Walnut, Plank....Free
Wearing Apparel, made by hand or sewing machine.... 17½
Wearing Apparel of British subjects domiciled in Canada, dying abroad....Free
Weaving or Tram Silk, for making elastic webbing....Free
Weaving or Tram Cotton....Free
Whale Oil in the casks from on shipboard and in the condition in which it was first landed....Free
Watches.... 17½
Wheat....Free
Whiskey (on every gallon of the strength of proof of Sykes hydrometer, and so in proportion for any greater strength, and for every less quantity than a gallon) $1.00 per gall
White, fine washed and satin....Free
White Lead, dry....Free
Whiting or Whitening....Free
Wedges for ships.... 5
Willow for basket-makers' use....Free
Wines of all kinds, including Ginger, Orange, Lemon, Gooseberry, Strawberry, Raspberry, Elder, and Currant Wines, and all other Wines containing less than 20 degrees of Alcohol (5 quart and 10 pint bottles to contain a gallon), and value of the wine not worth more than 40c per gallon....30c. per gall
All other Wines, except Sparkling, when imported in wood, 60c. per gall.
All other Wines, except Sparkling, when imported in bottle (5 quarts and 10 pints to contain a gallon) $1.50 per doz
All Sparkling Wines (5 quarts and 10 pints to contain a gallon) $3.00 per doz
Wire, of Brass or Copper, round or flat.... [illegible]
Wire Cloth, of Brass or Copper...Free
Wire Rigging, for ships....Free
Wire, flat or round, uncovered, for crinoline....Free
Wood, Cherry and Chestnut Plank. Free
Wood, Cork....Free
Wood, Mahogany, plank....Free
Woods of all kinds, wholly unmanufactured....Free
Woods, used chiefly in dyeing....Free
Woollens, Manufactures of.... 15
Woollen Netting for India Rubber Shoes and Gloves.... 10
Wrought Iron or Steel Chairs, for railroads.... 5
Wool, unmanufactured....Free
Wool Waste....Free
Yellow Metal, in bars or bolts....Free
Yellow Metal, for sheathing....Free
Zinc or Spelter, in sheet....Free
Zinc or Spelter, in blocks or pigs..Free
Zinc, white, dry....Free

PROHIBITIONS.

The following articles are prohibited to be imported under a penalty of $200 together with the forfeiture of the parcel or package of goods in which the same may be found, viz:

Books, Printed Papers, Drawings, Paintings, Prints, and Photographs of a treasonable or seditious or of an immoral or indecent character.

Coins, base or counterfeit

EXPORT DUTIES

Shingle Bolts	per cord 128 cub. ft.	$1
Stave Bolts	" " "	$1
Oak Logs	per M feet	$2
Spruce Logs	"	$1
Pine Logs	"	$1

THE BANKS OF CANADA,

WITH THEIR

CAPITAL, BRANCHES, FOREIGN AGENTS, ETC.

MONTREAL, P. Q.

BANK OF MONTREAL.

Capital..... $12,000,000
Rest..... $3,000,000

HEAD-OFFICE—MONTREAL.

David Torrance, Esq., President. R. B. Angus, General Manager
A. Macnider, Inspector.

BRANCHES

Belleville	Ont	R. Richardson	Manager
Brantford	Ont	S. Read	"
Brockville	Ont	J. N. Travers	"
Chatham	N. B.	R. J. B. Crombie	Sub Agent
Cobourg	Ont	C. Brough	Manager.
Cornwall	Ont	Neil McLean	Agent
Fergus	Ont	G. D. Ferguson	Sub-Agent
Goderich	Ont	J. H. Finlay	Agent
Guelph	Ont	J. Robertson	Manager
Halifax	N. S.	F. Gundry	"
Hamilton	Ont.	William Munro	Acting Manager
Kingston	Ont.	R. M. Moore	Manager
Lindsay	Ont.	H. Dunsford	Sub Agent
London	Ont	F. A. Despard	Manager
Montreal	N. B.	A. L. Thomson	Agent
Montreal	Que	W. J. Buchanan	Manager
New Castle	N. B.	F. L. Winslow	Agent
Ottawa	Ont	A. Drummond	Manager
Perth	Ont	R. J. Drummond	Agent
Peterborough	Ont	F. J. Lewis	
Picton	Ont	A. J. Kerr	
Port Hope	Ont	R. A. Macgregor	
Quebec	Que	John Pettes	Manager
Sarnia	Ont	W. L. Creighton	Agent
Simcoe	Ont	F. F. Backeler	
St John	N. B.	J. C. Jones	Manager
St Marys	Ont	R. Hilliard	Agent
Stratford	Ont	James Hogg	
Toronto	Ont	George W. Yarker	Manager

AGENTS IN GREAT BRITAIN.

London.....Bank of Montreal, 27 Lombard st

LONDON COMMITTEE.

Robert Gillespie, Esq. Bruce Hugh Peters, Esq.
Sir John Lubbock, Bart., M.P. Sir John Rose, Bart., K.C.M.G.

BANKERS IN GREAT BRITAIN.

London.....The Bank of England
The Union Bank of London
Messrs. Robarts, Lubbock & Co.
Liverpool.....The Bank of Liverpool
Scotland.....The British Linen Company and Branches.

AGENTS IN THE UNITED STATES.

New York.....Richard Bell and C. F. Smithers, 52 Wall street
Chicago.....Bank of Montreal, corner of La Salle and Madison streets
Boston.....Merchants' National Bank, State street
San Francisco.....The Bank of British Columbia.

BANK OF BRITISH NORTH AMERICA.

Capital paid up.....£1,000,000 Stg.
London Office, 3 Clements Lane, Lombard Street.
Charles McNab, General Manager. R. W. Bradford, Secretary.

BRANCHES.

Arnprior	Ont	Robert Steven	Agent.
Brantford	Ont	Alex. Robertson	Manager.
Dunnville	Ont	F. O. Cross	Agent.
Fredericton	N. B.	Robert Napier	"
Halifax	N. S.	Jeffery Penfold	Manager.
Hamilton	Ont	Thomas Corsan	"
Kingston	Ont	George Durnford	"
London	Ont	Oswald Weir	"
Moncton	N. B.	W. E. Collier	Agent.
Montreal	Que	R. R. Grindley	Manager.
"	"	Charles McNab	Gen'l Manager.
Napanee	Ont.	J. W. Marsh	Agent.
Ottawa	Ont.	James Robertson	Manager.
Paris	Ont	John Carnegie	Agent.
Quebec	Que	C. F. Smith	Manager
Renfrew	Ont	James Watson	Agent.
St. John	N. B.	T. Maclellan	Manager.
St. Stephen	N. B.	Robert Burns	"
Stellarton	N. S.	J. F. Reid	Agent.
Toronto	Ont	S. Taylor	Manager.
Van Winkle	B. C.	G. M. Morris	Agent.
Victoria	B. C.	I. Goodfellow	Manager.

AGENTS IN THE UNITED STATES.

New York.....H. A. Fitzgerald and D. B. Dickson, 52 Wall street
San Francisco.....A. Mackay and H. W. Greene

MERCHANTS' BANK OF CANADA.

Capital..... $5,000,000

HEAD-OFFICE—MONTREAL

Sir Hugh Allan, President. Lemuel Ris, General Manager.

BRANCHES

Almonte	Ont	J. A. W. Lister	Agent
Beauharnois	Que	A. S. Maclaren	"
Belleville	Ont	R. Thomson	Manager
Berlin	Ont	Charles Crookall	Agent
Brantford	Ont	F. Crossley, Jr.	"
Chatham	Ont	R. N. Rogers	Manager
Exeter	Ont	W. Gibb Kingsley	Agent
Fergus	Ont	W. Kingsley	"
Galt	Ont	J. S. Metcalfe	Manager
Guelph	Ont	A. Petry	Agent
Goderich	Ont	J. H. Stewart	"
Hamilton	Ont	William Cooke	Manager
Ingersoll	Ont	D. Kenny	Agent
Kincardine	Ont	J. F. P. Trow	"
Kingston	Ont	D. Fraser	Manager
Lucan	Ont	J. Wells	Agent
Lindsay	Ont	D. Millar	"
London	Ont	W. F. Harper	Manager
Montreal	Que	W. W. L. Chipman, Actg.	Manager
Mitchell	Ont	R. D. Freeman	Agent
Napanee	Ont	A. Smith	"
Orangeville	Ont	A. M. Kirkland	"
Ottawa	Ont	Thomas Kerr	Manager
Owen Sound	Ont	J. Pottenger	Agent
Pembroke	Ont	Hector Fraser	"
Perth	Ont	James Gray	"
Prescott	Ont	J. J. Hurjet	"
Renfrew	Ont	C. G. Morgan	"
Sorel	Que	A. A. Ludlow	Manager
St. Hyacinthe	Que	H. Barbeau	Agent
St. Johns	Que	W. J. Muller	"
St. Thomas	Ont	A. M. Crombie	"
Stratford	Ont	C. H. Ranson	"
Tilsonburg	Ont	R. W. Crosswell	"
Toronto	Ont	Archibald Cameron	Manager.
Walkerton	Ont	A. Sproat	Agent.
Waterloo	Ont	D. M. Hannan	"
Windsor	Ont	H. R. Morton	"
Winnipeg	Manitoba	D. Macarthur	"

FOREIGN AGENTS.

London.....Eng.....Merchants' Bank of Canada, 32 Lombard street, Hugh Muir, Manager.
The London Joint-Stock Bank.
New York.....U. S. A.....Merchants' Bank of Canada, 62 Wall st., Walter Watson, Agent
The National Bank of the Republic

MOLSON'S BANK.

Capital..... $2,000,000
Rest..... $150,000

HEAD-OFFICE—MONTREAL.

John Molson, Esq., President. F. Wolferstan Thomas, Cashier.

BRANCHES.

Brockville	Ont	J. W. B. Rivers	Manager
Exeter	Ont	E. W. Strathy	
London	Ont	Jos. Jeffery	"
Meaford	Ont	P. Fuller	"
Montreal	Que	G. K. Morton	"
Owen Sound	Ont	T. J. Joy	"
Rimouski	Que	J. G. Crebassa	Acting Manager
Smith's Falls	Ont	A. L. Thomas	Manager
Sorel	Que	H. C. Brewer	Acting Manager
St. Thomas	Ont	Thomas Blakeney	Manager
Toronto	Ont	J. H. Robertson	"
Windsor	Ont	C. D. Grasett	"
Welland	Ont	J. W. McGlashan	Agent

FOREIGN AGENTS.

London.....Eng.....Bank of Montreal, 27 Lombard st
Messrs. Glyn, Mills, Currie & Co.
Messrs. Morton, Rose & Co.
New York.....U. S. A.....Messrs. Morton, Bliss & Co.
Richard Bell and C. F. Smithers, 52 Wall street
Boston.....U. S. A.....Merchants' National Bank
Merchants' National Bank

CITY BANK.

Capital..... $1,000,000

HEAD-OFFICE—MONTREAL.

Sir Francis Hincks, President. J. B. Renaud, Esq., Cashier.

BRANCHES

Sherbrooke	Que	William Adams	Manager
St. Catharines	Ont	William Robson	"
London	Ont	William Hamilton	"

FOREIGN AGENTS.

London	Eng.	Alliance Bank	
		National Bank	
New York	U. S. A.	Bank of the Republic	
Boston	U. S. A.	Messrs. Kidder, Peabody & Co.	

LA BANQUE JACQUES CARTIER.

Capital..... $2,000,000

HEAD-OFFICE—MONTREAL.

Romuald Trudeau, Esq., President. H. Cotte, Cashier.

FOREIGN AGENTS.

London	Eng.	Messrs. Glyn, Mills, Currie & Co.
New York	U. S. A.	Bank of the Republic
Paris	France	De Rothschild Freres

LA BANQUE DU PEUPLE.

Capital..... $2,000,000

HEAD OFFICE—MONTREAL.

J. Pratt, Esq., President. A. A. Trottier, Cashier.

FOREIGN AGENTS.

London.....Eng.....Messrs. Glyn, Mills, Currie & Co.
New York.....U. S. A.....Bank of the Republic.

METROPOLITAN BANK.

Capital..... $1,000,000

HEAD-OFFICE—MONTREAL.

Hon. Hy. Starnes, President and Managing Director.
A. S. Hincks, Cashier.

BRANCHES.

Coaticook.....Que.....A. W. Hart.....Manager.

FOREIGN AGENTS.

London.....Eng.....Bank of Montreal, 27 Lombard st
New York.....U. S. A.....Richard Bell and C. F. Smithers, 59 Wall street.

MECHANICS' BANK.

Capital.....$1,000,000

HEAD-OFFICE—MONTREAL.

Walter Shanly, Esq., President
A. Molson, Vice President and Managing Director

FOREIGN AGENTS.

New York.....U. S. A.....National Park Bank.

EXCHANGE BANK OF CANADA.

Capital.....$1,000,000

HEAD-OFFICE—MONTREAL.

M. H. Gault, Esq., President. R. A. Campbell, Cashier

BRANCHES.

Bedford.....Que.....T. L. Rogers.....Agent
Iolette.....Que.....D. O. Pease.....
Parkhill.....Ont.....D. E. Cameron.....

FOREIGN AGENTS.

London.....Eng.....Alliance Bank
New York.....U. S. A.....Importers' and Traders' National Bank

BANQUE VILLE MARIE.

Capital.....$1,000,000

HEAD-OFFICE—MONTREAL.

D. E. Papineau, President. P. A. Fauteux, Cashier.

BANQUE d'HOCHELAGA.

Capital.....$1,000,000

HEAD-OFFICE—MONTREAL.

Louis Tourville, President. J. S. Paquet, Cashier.

BRANCHES.

Joliette.....Que.....H. N. Boire.....Agent.

FOREIGN AGENTS.

London.....Eng.....Bank of Montreal, 27 Lombard st.
New York.....U. S. A.....National Park Bank.

CITY AND DISTRICT SAVINGS BANK.

HEAD OFFICE—MONTREAL.

Henry Judah, Esq., President. E. J. Barbeau (Assistant Receiver-Gen'l for Montreal), Manager.

BRANCH BANKS.

MONTREAL.

Canadian Bank of Commerce.....W. Simpson.....Manager.
Bank of Toronto.....D. Coulson.....
Royal Canadian Bank.....J. L. Brodie.....
Ontario Bank.....John Smart.....
Quebec Bank.....Thomas McDougall.....
Union Bank of Lower Canada.....Fred. Nash.....
La Banque Nationale.....William Moffatt.....

QUEBEC P. Q.

QUEBEC BANK.

Capital.....$3,000,000

HEAD-OFFICE—QUEBEC.

James G. Ross, Esq., President. James Stevenson, Cashier.

BRANCHES.

Montreal.....Que.....Thomas McDougall.....Manager
Ottawa.....Ont.....H. V. Noel.....
Toronto.....Ont.....James L. Scarth.....
Pembroke.....Ont.....I. Walker.....
St Catharine's.....Ont.....D. B. Crombie.....
Three Rivers.....Que.....John Smith.....Agent.
Thorold.....Ont.....G. W. Henry.....

FOREIGN AGENTS.

London.....Eng.....Union Bank of London.
New York.....U. S. A.....Messrs. Maitland, Phelps & Co.

UNION BANK OF LOWER CANADA.

Capital.....$2,000,000

HEAD-OFFICE—QUEBEC.

Charles E. Levey, Esq., President. P. MacEwen, Cashier.

BRANCHES.

Montreal.....Que.....Fred. Nash.....Manager
Ottawa.....Ont.....D. S. Eastwood.....
Three Rivers.....Que.....J. V. Woolsey.....Agent

FOREIGN AGENTS.

London.....Eng.....London and County Bank
New York.....U. S. A.....The National Park Bank

LA BANQUE NATIONALE.

Capital paid up.....$2,000,000

HEAD OFFICE—QUEBEC.

Hon. E. Chinic, President. F. Vezina, Cashier.

BRANCHES.

Carleton.....Que.....J. Meagher.....Agent.
Gaspé.....Que.....J. Le Boutillier.....
Montreal.....Que.....William Moffatt.....Manager.
Ottawa.....Ont.....Samuel Benoit.....
Sherbrooke.....Que.....P. G. Lafrance.....

FOREIGN AGENTS.

London.....Eng.....National Bank of Scotland
New York.....U. S. A.....Bank of the Republic
Paris.....France.....F. S. Ballin & Co.

STADACONA BANK.

Capital.....$1,000,000

HEAD-OFFICE—QUEBEC.

A. Joseph, Esq., President. William R. Dean, Cashier

FOREIGN AGENTS.

London.....Eng.....National Bank of Scotland.
New York.....U. S. A.....Richard Bell and C. F. Smithers, 59 Wall street.

BRANCH BANKS.

QUEBEC.

Bank of Montreal.....John Porteous.....Manager.
Bank of British North America.....C. F. Smith.....

SHERBROOKE, P. Q.

EASTERN TOWNSHIPS BANK.

Capital.....$1,000,000
Rest.....$240,000

HEAD-OFFICE—SHERBROOKE, QUE.

R. W. Hencker, Esq., President. William Farwell, Jr., Cashier

BRANCHES.

Cowansville.....Que.....W. I. Briggs.....Manager.
Coaticook.....Que.....B. Austin.....
Richmond.....Que.....A. J. Cleveland.....
Stanstead.....Que.....A. P. Ball.....
Waterloo.....Que.....W. G. Parmelee.....

FOREIGN AGENTS.

London.....Eng.....Bank of Montreal, 27 Lombard st.
Boston.....U. S. A.....National Exchange Bank.

BRANCH BANKS.

SHERBROOKE.

City Bank, Montreal.....William Addie.....Manager
La Banque Nationale.....P. G. Lafrance.....

ST. HYACINTHE, P. Q.

LA BANQUE de ST. HYACINTHE.

Capital.....$500,000

HEAD-OFFICE—ST. HYACINTHE, QUE.

P. Bachand, Esq., President. R. St. Jacques, Cashier.

FOREIGN AGENTS.

New York.....U. S. A.....The National Bank of the Republic.

BRANCH BANKS.

ST. HYACINTHE.

Merchants' Bank of Canada.....H. Barbeau.....Agent.

TORONTO, ONT.

CANADIAN BANK OF COMMERCE.

Capital.....$6,000,000
Surplus.....$1,800,000

HEAD-OFFICE—TORONTO.

Hon. William McMaster, Pres't. W. N. Anderson, Gen'l Manager

BRANCHES.

Barrie.....Ont.....William Smith.....Manager
Brantford.....Ont.....James Pollock.....
Cayuga.....Ont.....W. Roberts.....
Chatham.....Ont.....W. S. Ireland.....
Collingwood.....Ont.....John McMaster.....
Dundas.....Ont.....W. Manson.....
Galt.....Ont.....Robert Gill.....
Goderich.....Ont.....A. M. Ross.....
Guelph.....Ont.....G. W. Sandilands.....
Hamilton.....Ont.....C. R. Murray.....
London.....Ont.....E. W. Syer.....
Lucan.....Ont.....D. Stow Keddie.....Agent.
Montreal.....Que.....W. Simpson.....Manager.
Orangeville.....Ont.....R. T. Haun.....
Ottawa.....Ont.....J. H. Plummer.....
Peterboro.....Ont.....R. W. Smylie.....
St. Catharine's.....Ont.....H. C. Barwick.....
Sarnia.....Ont.....F. W. Nisbet.....
Simcoe.....Ont.....F. W. Holmsted.....
Strathroy.....Ont.....J. S. Small.....
Thorald.....Ont.....W. J. Robertson.....Agent.
Toronto.....Ont.....J. S. Lockie.....Manager.
Trenton.....Ont.....P. H. Fauquier.....
Windsor.....Ont.....J. G. Orchard.....
Woodstock.....Ont.....W. A. Sampson.....

FOREIGN AGENTS.

London.....Eng.....Bank of Scotland.
London and County Bank.
Agra Bank.
Chartered Bank of India, Australia, and China.
German Bank of London.
Bank of London.
New York.....U. S. A.....J. G. Harper, J. G. Goadby, and B. E. Walker, Agents.
Chicago.....U. S. A.....First National Bank.

ROYAL CANADIAN BANK.

Capital.....$2,000,000

HEAD-OFFICE—TORONTO.

Hon. Alex. Campbell, President. T. McCraken, Cashier.

BRANCHES.

Ayr.....Ont.....R. Wyllie.....Agent.
Belleville.....Ont.....J. Young.....Manager.
Chatham.....Ont.....A. Richardson.....
Clinton.....Ont.....M. Lough.....Agent.
Galt.....Ont.....J. Cavers.....Manager.
Hamilton.....Ont.....J. M. Burns.....
Montreal.....Que.....J. L. Brodie.....
Newmarket.....Ont.....J. Cawthra.....Agent.
Norwich.....Ont.....J. Macdonald.....
Prince Arthur's Landing.....Ont.....C. J. Brent.....
Seaforth.....Ont.....M. P. Hayes.....
Stratford.....Ont.....H. Campbell.....
Woodstock.....Ont.....T. McDonald.....Manager.

FOREIGN AGENTS.

London.....Eng.....National Bank of Scotland.
Scotland.....
Ireland.....Ulster Banking Co.
New York.....U. S. A.....National Park Bank.
Richard Bell and C. F. Smithers, 59 Wall street.

THE BANK OF TORONTO.

Capital paid up.....$2,000,000

HEAD-OFFICE—TORONTO.

W. Gooderham, Esq. President. George Hague, Cashier.

BRANCHES.

Barrie.....Ont.....D. Campbell.....Manager.
Cobourg.....Ont.....J. H. Roper.....
Collingwood.....Ont.....W. R. Wadsworth.....
Montreal.....Que.....Duncan Coulson.....
Peterboro.....Ont.....J. Murray Smith.....
Port Hope.....Ont.....A. Morgan Cosby.....
St. Catharine's.....Ont.....J. Henderson.....

FOREIGN AGENTS.

London.....Eng.....The City Bank.
New York.....U. S. A.....National Bank of Commerce.
Richard Bell and C. F. Smithers, 59 Wall street.

ONTARIO BANK.

Capital.....$3,000,000

HEAD-OFFICE—TORONTO.

Hon. J. Simpson, President. D. Fisher, General Manager.

BRANCHES.

[illegible]	Ont.	George McGill.....Manager
[illegible]	Ont.	L. Morris..... "
[illegible]	Ont.	S. A. McMurtry..... "
Montreal	Que.	Edgar Street..... "
Mount Forest	Ont.	George Brown..... "
Owatonna	Ont.	Charles Holland..... "
Orillia	Ont.	T. H. Woodman..... "
Peterboro'	Ont.	W. Herdt..... "
Port Hope	Ont.	George Shaw..... "
Port Hope	Ont.	G. H. G. McVitty..... "
Port Perry	Ont.	A. C. Moodie..... "
Toronto	Ont.	A. Lasher..... "
Woodstock	Ont.	Thomas Dow..... "

FOREIGN AGENTS.

London	Eng.	Bank of Montreal, 27 Lombard street
New York	U. S. A.	National City Bank. Richard Bell and C. F. Smithers, 59 Wall street
Albany	U. S. A.	Tremont National Bank

DOMINION BANK.

Capital.....$1,000,000

HEAD OFFICE—TORONTO.

James Austin, Esq., President. R. H. Betheune, Cashier.

BRANCHES.

Brantford	Ont.	E. A. Codd..... Agent
Chatham	Ont.	W. D. Barn..... "
Orillia	Ont.	H. S. Spalding..... "
Oshawa	Ont.	J. H. McClellan..... "
Toronto, Queen st.	Ont.	J. Price.....Manager.
Uxbridge	Ont.	W. H. Holland.....Agent.
Whitby	Ont.	H. B. Taylor..... "

FOREIGN AGENTS.

London	Eng.	The City Bank
New York	U. S. A.	Richard Bell and C. F. Smithers, 59 Wall street

THE ST. LAWRENCE BANK.

Capital.....$1,000,000

HEAD-OFFICE—TORONTO.

J. G. Worts, Esq., President. K. F. Lockhart, Cashier.

BRANCHES AND AGENCIES.

Belleville	Ont.	T. Dewson..... Agent
Cobourg	Ont.	F. R. Schon..... "
Cornwall	Ont.	R. N. Moir..... "
Harriston	Ont.	C. Hunter..... "
London	Ont.	A. H. Tickell.....Interim Manager
Markham	Ont.	F. A. Reesor..... Agent.
Newcastle	Ont.	J. K. Allen..... "
Oshawa	Ont.	W. F. Cowan..... "
Perth	Ont.	W. Munro..... "
Stratford	Ont.	J. B. Cunningham..... "
Wingham	Ont.	W. J. Hayward..... "
Yorkville	Ont.	R. J. Montgomery..... "

FOREIGN AGENTS.

London	Eng.	The Imperial Bank
New York	U. S. A.	Richard Bell and C. F. Smithers, 59 Wall street.

THE FEDERAL BANK OF CANADA.

Capital.....$1,000,000

HEAD OFFICE—TORONTO.

S. Nordheimer, Esq., President. H. S. Strathy, Cashier.

BRANCHES.

Guelph	Ont.	Thomas Y. Greet.....Manager.
London	Ont.	Charles Murray..... "
Simcoe	Ont.	Henry Groff..... "
St. Marys	Ont.	C. S. Ramsey..... "

FOREIGN AGENTS.

London	Eng.	The City Bank
New York	U. S. A.	American Exchange Nat'l Bank.

IMPERIAL BANK OF CANADA.

Capital.....$1,000,000

HEAD OFFICE—TORONTO.

H. S. Howland, Esq., President. D. R. Wilkie, Cashier.

BRANCHES.

St. Catharine's	Ont.	Niagara District Bank...Agent.
Ingersoll	Ont.	C. E. Chadwick.....Manager.
Port Colborne	Ont.	T. H. Rasmith..... "

FOREIGN AGENTS.

London	Eng.	Bank of Montreal, 27 Lombard st.
New York	U. S. A.	Richard Bell and C. F. Smithers, 59 Wall street.

BRANCH BANKS.

TORONTO.

Bank of Montreal	George W. Yarker.....Manager.
Bank of British North America	S. Taylor..... "
Merchants' Bank of Canada	Archibald Cameron..... "
Molson's Bank	L. H. Robertson..... "
City Bank, Montreal	William Hamilton..... "
Quebec Bank	James L. Scarth..... "

HAMILTON, ONT.

BANK OF HAMILTON.

Capital [illegible]

HEAD-OFFICE—HAMILTON.

Donald McInnes, Esq., President. [illegible]

BRANCHES.

Georgetown	Ont.	[illegible] Agent
Listowel	Ont.	W. [illegible]
Port Elgin	Ont.	H. S. Stone

FOREIGN AGENTS.

London	Eng.	The National Bank of Scotland
New York	U. S. A.	Messrs. [illegible]

BRANCH BANKS.

Bank of Montreal	W. [illegible] Manager
Bank of British North America	[illegible] Manager
Merchants' Bank of Canada	W. [illegible]
Canadian Bank of Commerce	C. R. Morris
Royal Canadian Bank	[illegible] M. Bates

OTTAWA, ONT.

OTTAWA BANK.

Capital [illegible]

HEAD-OFFICE—OTTAWA.

James McLaren, Esq., President. P. R. Gossler, Cashier.

BRANCH.

Arnprior	Ont.	D. M. [illegible] Manager

FOREIGN AGENTS.

London	Eng.	[illegible]
New York	U. S. A.	Messrs. [illegible] Wall street

BRANCH BANKS.

Bank of British North America	[illegible] Manager
Canadian Bank of Commerce	H. P. [illegible]
La Banque Nationale	S. Benoit
Merchants' Bank of Canada	Thomas Kirby.....
Bank of Montreal	A. Drummond..... "
Ontario Bank	T. H. Woodman..... "
Ontario Bank	H. A. [illegible]
Union Bank of Canada	D. S. [illegible]

ST. CATHARINE'S, ONT.

NIAGARA DISTRICT BANK.*

Capital.....$[illegible]

HEAD-OFFICE—ST. CATHARINE'S.

T. R. Merritt, Esq., President. C. M. Arnold, Cashier.

BRANCHES.

Brantford	Ont.	J. E. Crawford..... Agent
Port Colborne	Ont.	T. H. Nasmith..... "

FOREIGN AGENTS.

London	Eng.	Messrs. Glyn, Mills, Currie & Co.
New York	U. S. A.	The Manhattan Bank

BRANCH BANKS.

ST. CATHARINES.

Canadian Bank of Commerce	H. C. Barwick..... ...Manager.
Bank of Toronto	Henderson..... "
City Bank, Montreal	W. T. Boyson..... "
Quebec Bank	D. B. Crombie..... "
Imperial Bank	C. M. Arnold..... "

* Agent of Imperial Bank of Canada, Toronto. Negotiations pending for amalgamation.

ST. JOHN, NEW BRUNSWICK.

BANK OF NEW BRUNSWICK.

Capital.....$1,000,000

HEAD-OFFICE—ST. JOHN, N. B.

J. D. Lewin, Esq., President. William Girvan, Cashier.

FOREIGN AGENTS.

London	Eng.	Messrs. Williams, Deacon, Labouchere, Thornton & Co.
New York	U. S. A.	The National City Bank
Boston	U. S. A.	The National Bank

MARITIME BANK OF THE DOMINION OF CANADA.

Capital [illegible]

HEAD-OFFICE—ST. JOHN, N. B.

[illegible] M.P., President. [illegible] Cashier.

FOREIGN AGENTS.

London	Eng.	Glyn, Mills, Currie & Co.
New York	U. S. A.	National Bank of the Republic
Boston	U. S. A.	Merchants National Bank

BRANCH BANKS.

Bank of British North America	[illegible] Manager
Merchants' Bank of Canada	[illegible]
Merchants' Bank of Canada	W. [illegible] Agent

FREDERICTON, N. B.

PEOPLE'S BANK.

Capital [illegible]

HEAD-OFFICE—FREDERICTON, N. B.

[illegible] President. S. W. Burpee, Cashier.

FOREIGN AGENTS.

New York	U. S. A.	The National Bank

BRANCH BANKS.

Bank of British North America	R. Napier.....Agent

ST. STEPHEN, N. B.

ST. STEPHEN'S BANK.

Capital [illegible]

HEAD-OFFICE—ST. STEPHEN, N. B.

Z. Chipman, Esq., President. Robert Watson, Cashier.

FOREIGN AGENTS.

London	Eng.	Glyn, Mills, Currie & Co.
New York	U. S. A.	Bank of New York National Banking Association.
Boston	U. S. A.	Globe National Bank.

BRANCH BANKS.

Bank of British North America	Robert Burns..... Manager

HALIFAX, NOVA SCOTIA.

BANK OF NOVA SCOTIA.

Capital.....$1,000,000

HEAD-OFFICE—HALIFAX.

John S. Maclean, Esq., President. William C. Menzies, Cashier.

BRANCHES.

Amherst	N. S.	J. M. Hay.....Agent.
Kentville	N. S.	L. D. V. Chipman..... "
New Glasgow	N. S.	J. W. Carmichael..... "
Pictou	N. S.	Howard Primrose..... "
Yarmouth	N. S.	James Murray..... "
North Sydney	C. B.	Hon. T. D. Archibald..... "
St. John	N. B.	W. L. Pitcaithly..... "

FOREIGN AGENTS.

London	Eng.	Messrs. Williams, Deacon, Labouchere, Thornton & Co.
New York	U. S. A.	Bank of New York National Banking Association.
Boston	U. S. A.	Merchants' National Bank.

UNION BANK OF HALIFAX.

Capital.....$[illegible]

HEAD OFFICE—HALIFAX.

James A. Moren, Esq., President. W. S. Stirling, Cashier.

AGENCY.

Annapolis.....N. S.....T. S. Whitman.....Agent.

FOREIGN AGENTS.

London.....Eng.....London and Westminster Bank.
New York.....U. S. A.....Duncan, Sherman & Co.
Boston.....U. S. A.....Williams & Hall.

MERCHANTS' BANK OF HALIFAX.

Capital.....$1,[illegible]

HEAD OFFICE—HALIFAX.

Thomas E. Kenny, Esq., President. George McLean, Cashier.

BRANCHES.

Antigonish.....N. S.....T. M. King.....Agent.
Bridgewater.....N. S.....Andrew Gow.
Charlottetown.....P. E. I.....Owen Connolly.
Maitland.....N. S.....David Frieze.
Pictou.....N. S.....William Ives.
Summerside.....P. E. I.....Stephen McNeill.
Sydney.....C. B.....John E. Burchell.
Truro.....N. S.....John B. Dickie.
Weymouth.....N. S.....Colin Campbell, Jr.

FOREIGN AGENTS.

London.....Eng.....Imperial Bank.
Williams, Deacon, Labouchere, Thornton & Co.
New York.....U. S. A.....Morton, Bliss & Co.
Boston.....U. S. A.....National Hide and Leather Bank.

PEOPLE'S BANK.

Capital.....$600,000

HEAD OFFICE—HALIFAX.

George H. Starr, Esq., President. Peter Jack, Cashier.

BRANCHES.

Lockport.....N. S.....A. Locke.....Agent.
Wolfeville.....N. S.....A. D. W. Barss.

FOREIGN AGENTS.

London.....Eng.....Union Bank of London.
New York.....U. S. A.....Duncan, Sherman & Co.
Boston.....U. S. A.....Williams & Hall.

HALIFAX BANKING COMPANY.

Capital.....$500,000

HEAD OFFICE—HALIFAX.

W. M. Harrington, Esq., President. Samuel H. Black, Cashier.

BRANCHES.

Parrsboro.....N. S.....A. S. Townshend.....Agent.
Truro.....N. S.....Charles Blanchard.....

FOREIGN AGENTS.

London.....Eng.....Union Bank of London.
New York.....U. S. A.....Bank of New York.
Boston.....U. S. A.....Suffolk National Bank.

BRANCH BANKS.

HALIFAX.

Bank of Montreal.....F. Gundry.....Manager.
Bank of British North America.....Jeffery Penfold.....

LIVERPOOL, N. S.

BANK OF LIVERPOOL.

Capital.....$200,000

HEAD-OFFICE—LIVERPOOL, N. S.

James Forbes, M.D., M.P., President. A. H. Patterson, Cashier.

PICTOU, N. S.

PICTOU BANK.

Capital.....$500,000

HEAD OFFICE—PICTOU.

John Crerar, Esq., President. Thomas Watson, Manager.

FOREIGN AGENTS.

London.....Eng.....Imperial Bank.
New York.....U. S. A.....Richard Bell and C. F. Smithers, 59 Wall street.

BRANCH BANKS.

PICTOU.

Bank of Nova Scotia.....Howard Primrose.....Agent.
Merchants' Bank of Halifax.....William Ives.....

WINDSOR, N. S.

COMMERCIAL BANK OF WINDSOR.

Capital.....$200,000

HEAD OFFICE—WINDSOR.

Geoffrey P. Payzant, Esq., President. Walter Lawson, Cashier.

FOREIGN AGENTS.

London.....Eng.....Union Bank of London.
New York.....U. S. A.....Bank of New York.

YARMOUTH, N. S.

BANK OF YARMOUTH.

Capital.....$300,000

HEAD-OFFICE—YARMOUTH.

L. E. Baker, Esq., President. Charles Huntington, Cashier.

EXCHANGE BANK OF YARMOUTH.

Capital.....$300,000

HEAD-OFFICE—YARMOUTH.

J. C. Robbins, Esq., President. Alex. C. Murray, Cashier.

BRANCH BANKS.

YARMOUTH.

Bank of Nova Scotia.....J. Murray.....Agent.

CHARLOTTETOWN, P. E. I.

BANK OF PRINCE EDWARD ISLAND.

Capital.....$120,000

HEAD-OFFICE—CHARLOTTETOWN.

Hon. Daniel Brenan, President. William Crandall, Cashier.

FOREIGN AGENTS.

London.....Eng.....The Union Bank of London.
Boston.....U. S. A.....Boston National Bank.

UNION BANK OF PRINCE EDWARD ISLAND.

Capital.....$100,000

HEAD-OFFICE—CHARLOTTETOWN.

Charles Palmer, Esq., President. George Macleod, Cashier.

BRANCH.

Summerside.....Neil F. McKelvie.....Manager.

FOREIGN AGENTS.

London.....Eng.....The Union Bank of London.
New York.....U. S. A.....National Park Bank.
Boston.....U. S. A.....Merchants' National Bank.

MERCHANTS' BANK OF PRINCE EDWARD ISLAND.

Capital.....$100,000

HEAD-OFFICE—CHARLOTTETOWN.

Robert Longworth, Esq., President. William McLean, Cashier.

FOREIGN AGENTS.

London.....Eng.....City Bank of London.
New York.....U. S. A.....Bank of New York.
Boston.....U. S. A.....Boston National Bank.

BRANCH BANKS.

CHARLOTTETOWN.

Merchants' Bank of Halifax.....Owen Connolly.....Agent.

SUMMERSIDE, P. E. I.

BANK OF SUMMERSIDE.

Capital.....$60,000

James L. Holman, Esq., President. Robert McC. Stavert, Cashier.

FOREIGN AGENTS.

London.....Eng.....Union Bank of London.
Boston.....U. S. A.....The Blackstone National Bank.

BRANCH BANKS.

SUMMERSIDE.

Merchants' Bank of Halifax.....Stephen McNeill.....Agent.

RUSTICO, P. E. I.

FARMERS' BANK OF RUSTICO.

Capital.....$10,000

Jerome Doiron, Esq., President. Marin J. Blanchard, Cashier.

VICTORIA, B. C.

BANK OF BRITISH COLUMBIA.

Capital.....£400,000 Stg.
London Office, 5 East India Ave., Leadenhall st.
Chairman of Board of Directors, T. W. L. Mackean.
General Manager, Henry E. Ransom.

BRANCHES.

Victoria.....W. C. Ward.....Manager.
Portland, Oregon.....Frederick Townsend.....

FOREIGN AGENTS.

New York.....U. S. A.....Richard Bell and C. F. Smithers, 59 Wall street.
San Francisco, Cal.....U. S. A.....William H. Tillinghast.

BRANCH BANKS.

VICTORIA.

Bank of British North America.....J. Goodfellow.....Manager.

NEWFOUNDLAND.

ST. JOHN'S.

COMMERCIAL BANK OF NEWFOUNDLAND.

Capital.....$200,000

HEAD-OFFICE—ST. JOHN'S.

Robert Brown, Esq., President.

FOREIGN AGENTS.

London.....Eng.....London and Yorkshire Bank.

UNION BANK OF NEWFOUNDLAND.

Capital.....$200,000

HEAD-OFFICE—ST. JOHN'S.

J. W. Smith, Esq., President.

FOREIGN AGENTS.

London.....Eng.....Union Bank of London.

SAVINGS BANK.

Hon. Ed. Morris, Manager.

HARBOR GRACE.

Branch Bank.....Alex. Clift.....Cashier.

READY REFERENCE TABLE

CONTAINING THE

POST-OFFICES OF THE DOMINION OF CANADA.

FORMING A COMPLETE

LIST OF ALL CITIES, TOWNS, AND VILLAGES,

WITH THEIR LOCATION.

PRINCIPAL OFFICERS OF THE POST-OFFICE DEPARTMENT.

HON. T. FOURNIER .... *Postmaster General.*
WILLIAM HENRY GRIFFIN .... *Deputy Postmaster General.*
Secretary.
WILLIAM WHITE ....
JOHN DEWE .... *Chief Inspector.*
HORATIO ASPREY WICKSTEED .... *Accountant.*
JOHN ASHWORTH .... *Cashier.*
PETER LE SUEUR .... *Chief Superintendent Money Order Branch.*
J. CUNNINGHAM STEWART .... *Superintendent Savings Bank Branch.*

[illegible]

Brookdale Oxford, N.R. Ont
Brookvale Queen's, N.B
Brookvale Halifax, N.S
Brookville Cumberland, N.S
Brookville Pictou, N.S
Brougham Ontario, N.R. Ont
Broughton Beauce, Que
Brown's Brook Cumberland, N.S
Brownsburg Argenteuil, Que
Brownsville Oxford, S.R. Ont
Brucefield Huron, C.R. Ont
Bruce Mines Algoma, Ont
Brudenel Renfrew, S.R. Ont
Brunner Perth, N.R. Ont
Brunswick Durham, E.R. Ont
Brussels Huron, C.R. Ont
Bryanston Middlesex, E.R. Ont
Bryson Pontiac, Que
Buckhorn Kent, Ont
Buckingham Ottawa, Que
Buckland Bellechasse, Que
Bucklaw Victoria, N.S
Buckley's King's, N.S
Buckshot Addington, Ont
Buctouche Kent, N.B
Bull Creek King's, P.E.I
Bullock's Corners Wentworth, N.R. Ont
Bulstrode Arthabaska, Que
Bulwer Compton, Que
Burford Brant, S.R. Ont
Burgessville Oxford, S.R. Ont
Burgoyne Bruce, N.R. Ont
Burleigh Peterborough, E.R. Ont
Burlington Prince, P.E.I
Burlington King's, N.S
Burnbrae Northumberland, E.R. Ont
Burnhamthorpe Peel, Ont
Burnley Northumberland, W.R. Ont
Burns Perth, N.R. Ont
Burnside Marquette, M
Burnstown Renfrew, S.R. Ont
Burnt Church Northumberland, N.B
Burntcoat Hants, N.S.
Burnt River Victoria, N.R. Ont
Burrard Inlet New Westminster, B.C
Burritt's Rapids Grenville, N.R. Ont
Burtch Brant, S.R. Ont
Burton Durham, E.R. Ont
Burton Sunbury, N.B
Bury's Green Victoria, N.R. Ont
Bushfield Huron, N.R. Ont
Bute Megantic, Que.
Butternut Ridge King's, N.B
Buttonville York, E.R. Ont
Buxton Kent, Ont
Byng Monck, Ont
Byng Inlet Muskoka, Ont
Byron Middlesex, E.R. Ont.
Cable Head King's, P.E.I
Cache Creek Yale, B.C
Cacouna Temiscouata, Que
Cadmus Durham, W.R. Ont
Caesarea Durham, W.R. Ont
Cain's River Northumberland, N.B
Cainsville Brant, N.R. Ont
Caintown Leeds, S.R. Ont
Cairngorm Middlesex, W.R. Ont
Caistorville Monck, Ont
Calabogie Renfrew, S.R. Ont
Calder Middlesex, W.R. Ont
Caldwell Cardwell, Ont
Caledon Cardwell, Ont
Caledon East Cardwell, Ont.
Caledonia Queen's, P.E.I
Caledonia Corner Queen's, N.S.
Caledonia Mills Antigonishe, N.S
Caledonia, St. Mary's Guysborough, N.S
Caledonia Settlement Albert, N.B
Caledonia Springs Prescott, Ont.
Calton Elgin, E.R. Ont.
Calumet Island Pontiac, Que
Cambray Victoria, N.R. Ont
Cambria Argenteuil, Que
Cambridge Queen's, N.B
Cambridge Halifax, N.S
Cambridge Station King's, N.S.
Camden East Addington, Ont
Cameron Victoria, N.R. Ont.
Camerontown Glengarry, Ont.
Camilla Cardwell, Ont
Camlachie Lambton, Ont
Campbellford Northumberland, E.R. Ont
Campbell's Cross Peel, Ont
Campbell Settlement King's, N.B.
Campbell Settlement York, N.B
Campbellton Restigouche, N.B.
Campbellville Halton, Ont.
Campden Lincoln, Ont
Campo Bello Charlotte, N.B.
Canaan King's, N.S
Canaan Rapids Queen's, N.B
Canaan Road King's, N.S
Canada Creek King's, N.S
Canard King's, N.S
Canard River Essex, Ont.
Canboro' Monck, Ont.
Candasville Monck, Ont
Canfield Haldimand, Ont.
Canifton Hastings, E.R. Ont.
Canning Oxford, N.R. Ont.
Canning King's, N.S.
Cannington Ontario, N.R. Ont.
Cannonville Cumberland, N.S.
Canoe Creek Cariboo, B.C.
Canrobert Rouville, Que.
Canso Guysboro, N.S.
Canterbury Compton, Que.
Canterbury York, N.B
Canterbury Station York, N.B.
Cantley Ottawa, Que.
Canton Durham, E.R. Ont.
Cap à l'Aigle (sub) Charlevoix, Que.
Cape Chat Gaspe, Que
Cap de Moselle Creek Albert, N.B
Cap des Rosiers Gaspe, Que
Cape Cove Gaspe, Que.
Cape Crother Bruce, N.R. Ont.
Cape George Antigonishe, N.S.
Cape George (North Side) Antigonishe, N.S.
Cape John Pictou, N.S.
Capelton Sherbrooke, Que
Cape Mabou Inverness, N.S.
Cape Negro Shelburne, N.S
Cape North Victoria, N.S.
Cape Rich Grey, E.R. Ont.
Cape Sable Island Shelburne, N.S.
Cape Spear Westmoreland, N.B.
Cape Traverse Prince, P.E.I
Cape Wolfe Prince, P.E.I
Caplin Bonaventure, Que
Cap Magdaleine Champlain, Que
Cap Rouge Quebec, Que
Cap St. Ignace Montmagny, Que
Cap Santé Portneuf, Que
Caraquet Gloucester, N.B
Carden Victoria, N.R. Ont
Cardigan Bridge King's, P.E.I
Cardigan Road King's, P.E.I
Carewell Prince Edward, Ont
Carillon Argenteuil, Que.
Carleton Bonaventure, Que
Carleton St. John, N.B
Carleton Prince, P.E.I
Carleton Place Lanark, S.R. Ont
Carlingford Perth, S.R. Ont.
Carlisle Wentworth, N.R. Ont
Carlow Huron, C.R. Ont
Carlow Carleton, N.B
Carlsruhe Bruce, S.R. Ont
Carlton Yarmouth, N.S
Carluke Wentworth, S.R. Ont
Carnarvon Peterborough, E.R. Ont
Carnegie Bruce, N.R. Ont
Caron Brook Victoria, N.B
Carp Carleton, Ont
Carriboo Cove Richmond, N.S
Carriboo Cove Cape Breton, N.S
Carroll's Corners Halifax, N.S.
Carronbrook Perth, S.R. Ont
Carrville York, W.R. Ont
Carsonby Carleton, Ont
Carsonville King's, N.B
Carthage Perth, N.R. Ont
Cartwright Durham, W.R. Ont
Cascades Ottawa, Que.
Case Settlement King's, N.B
Cashel York, E.R. Ont
Cashion's Glen Glengarry, Ont
Cashmere Middlesex, W.R. Ont
Cass Bridge Dundas, Ont
Casselman Russell, Ont
Cassel Oxford, N.R. Ont
Cassiar B.C
Castile Renfrew, N.R. Ont
Castlebar Richmond, Que
Castleford Renfrew, S.R. Ont
Castlemore Peel, Ont
Castleton Northumberland, E.R. Ont
Catalone Cape Breton, N.S
Cataract Cardwell, Ont
Cataraqui Frontenac, Ont
Cathcart Brant, S.R. Ont
Caughnawaga Laprairie, Que.
Causapscal Rimouski, Que
Cavan Durham, E.R. Ont
Cavendish Queen's, P.E.I
Cavendish Road Queen's, P.E.I
Cayuga Haldimand, Ont
Cazaville Huntingdon, Que
Cedar Dale Ontario, S.R. Ont
Cedar Grove York, E.R. Ont
Cedar Hall Rimouski, Que
Cedar Hill Lanark, N.R. Ont
Cedar Lake Digby, N.S
Cedars Soulanges, Que
Cedarville Grey, E.R. Ont.
Central Blissville Sunbury, N.B
Central Cambridge Queen's, N.B
Central Chebogue Yarmouth, N.S.
Centralia Huron, S.R. Ont
Central Kingsclear York, N.B
Central Norton King's, N.B.
Central Onslow Colchester, N.S
Centre Augusta Grenville, S.R. Ont
Centreton Northumberland, W.R. Ont
Centre Village Westmoreland, N.B
Centreville Addington, Ont.
Centreville Albert, N.B.
Centreville Carleton, N.B
Centreville King's, N.S
Chambly Basin Chambly, Que
Chambly Canton Chambly, Que
Chambord Chicoutimi, Que
Champlain Champlain, Que.
Chance Harbour St. John, N.B
Chandos Peterborough, E.R. Ont.
Chantelle Montcalm, Que.
Chantry Leeds, S.R. Ont
Chapman Hastings, E.R. Ont
Chapman Westmoreland, N.B.
Charing Cross Kent, Ont.
Charlemagne L'Assomption, Que.
Charlesbourg Quebec, Que.
Charleston Leeds, S.R. Ont
Charleston Carleton, N.B.
Charleville Grenville, S.R. Ont.
Charlo's Cove Guysboro, N.S
Charlottetown Queen's, P.E.I.
Chatboro Argenteuil, Que
Chateauguay Chateauguay, Que
Chateauguay Basin Chateauguay, Que
Chateau Richer Montmorency, Que.
Chatham Kent, Ont.
Chatham Northumberland, N.B.
Chatillon Yamaska, Que
Chatsworth Grey, N.R. Ont.
Chaudière Mills Levis, Que.
Chaudière Station Levis, Que
Cheapside Haldimand, Ont
Chebogue Yarmouth, N.S.
Cheddar Peterborough, E.R. Ont
Chelsea Ottawa, Que.
Chelsea Lunenburg, N.S.
Cheltenham Peel, Ont.
Chemainus Vancouver, B.C.
Chepstow Bruce, S.R. Ont
Cherry Creek Simcoe, S.R. Ont.
Cherry Grove King's, P.E.I.
Cherry Vale Queen's, N.B
Cherry Valley Prince Edward, Ont.
Cherry Valley Queen's, P.E.I.
Cherrywood Ontario, S.R. Ont.
Chesley Bruce, N.R. Ont.
Chesley's Corners Lunenburg, N.S.
Chester Arthabaska, Que.
Chester Lunenburg, N.S.
Chester Grant Lunenburg, N.S.
Chester Basin Lunenburg, N.S.
Chesterfield Oxford, N.R. Ont.
Cheticamp Inverness, N.S
Cheverie Hants, N.S
Cheviot Bruce, S.R. Ont.
Chezzetcook Halifax, N.S
Chichester Pontiac, Que
Chicoutimi Chicoutimi, Que
Chiganois River Colchester, N.S
Chilliwack New Westminster, B.C.
Chimney Corner Inverness, N.S
Chipman Queen's, N.B
Chipman's Brook King's, N.S
Chipman's Corner King's, N.S
Chippawa Welland, Ont
Chloridormes Gaspe, Que
Chockpish Kent, N.B
Christmas Island Cape Breton, N.S
Churchill Simcoe, S.R. Ont
Church Hill Albert, N.B
Church Point Northumberland, N.B
Churchstreet King's, N.S
Churchville Peel, Ont
Churchville Pictou, N.S
Chute au Blondeau Prescott, Ont
Chute's Cove Annapolis, N.S
Clachan Bothwell, Ont
Clairvaux (sub) Charlevoix, Que
Clam Harbour Halifax, N.S
Clandeboye Carleton, Ont
Clapham Megantic, Que
Clare Digby, N.S
Claremont Ontario, S.R. Ont
Claremont Cumberland, N.S.
Clarence Russell, Ont.
Clarence Creek Russell, Ont
Clarenceville Missisquoi, Que.
Clarendon Centre (sub) Pontiac, Que
Clarendon Charlotte, N.B
Clareview Addington, Ont
Clarina Shefford, Que
Clarke Durham, W.R. Ont
Clarke's Harbour Shelburne, N.S
Clarksburg Grey, E.R. Ont
Claude Peel, Ont
Clavering Grey, N.R. Ont
Clayton Lanark, N.R. Ont
Clear Creek Norfolk, S.R. Ont
Clearville Bothwell, Ont
Clementsport Annapolis, N.S
Clementsvale Annapolis, N.S.
Clifford Wellington, N.R. Ont.
Clifton Welland, Ont
Clifton House (sub) Welland, Ont
Clifton Gloucester, N.B
Clifton King's, N.B
Clinch's Mills St. John, N.B
Clinton Cariboo, B.C
Clinton Huron, S.R. Ont
Clones Queen's, N.B
Clontarf Renfrew, S.R. Ont
Clover Hill Simcoe, S.R. Ont
Cloyne Addington, Ont
Clyde Wentworth, N.R. Ont
Clyde River Shelburne, N.S
Coal Branch Kent, N.B
Coal Mines Queen's, N.B
Coates' Mills Kent, N.B.
Coaticook Stanstead, Que
Cobden Renfrew, N.R. Ont
Cobourg Northumberland, W.R. Ont
Cocagne Kent, N.B
Cocagne River Kent, N.B
Codrington Northumberland, E.R. Ont
Codys Queen's, N.B
Cogmagun River Hants, N.S
Colbeck Wellington, N.R. Ont
Colborne Northumberland, E.R. Ont
Colchester Essex, Ont
Cold Brook Sta'n. King's, N.S
Cold Springs Northumberland, W.R. Ont
Coldstream Middlesex, N.R. Ont
Coldstream Carleton, N.B.
Coldwater Simcoe, N.R. Ont.
Colebrook Addington, Ont.
Cole Harbour Guysboro, N.S
Coleraine Peel, Ont
Cole's Island Queen's, N.B
Colinville Lambton, Ont
Collfield Pontiac, Que
Collina King's, N.B.
Collingwood Simcoe, N.R. Ont
Collin's Bay Frontenac, Ont.
Collin's Inlet Algoma, Ont.
Colpoy's Bay Bruce, N.R. Ont
Columbus Ontario, S.R. Ont.
Comber Essex, Ont.
Combermere Renfrew, S.R. Ont
Como Vaudreuil, Que
Comox Vancouver, B.C.
Compton Compton, Que
Concord York, W.R. Ont.
Concord Pictou, N.S
Condon Settlem't. King's, N.S
Conestogo Waterloo, N.R. Ont.
Coningsby Wellington, S.R. Ont
Conn Wellington, N.R. Ont.
Connaught Dundas, Ont
Connor Cardwell, Ont
Conquerall Bank Lunenburg, N.S.
Conroy Perth, S.R. Ont.
Consecon Prince Edward, Ont.
Constance Huron, C.R. Ont
Contrecoeur Verchères, Que.
Conway Lennox, Ont
Cook's Brook Colchester, N.S
Cook's Creek Lisgar, M.
Cookshire Compton, Que.
Cookstown Simcoe, S.R. Ont.
Cooksville Peel, Ont.
Cooper Hastings, N.R. Ont.
Copenhagen Elgin, E.R. Ont.
Copetown Wentworth, N.R. Ont
Copleston Lambton, Ont
Corbett Middlesex, N.R. Ont.
Corbin Huntingdon, Que.
Corinth Elgin, E.R. Ont.
Cork Station York, N.B.
Corn Hill King's, N.B.
Cornwall Cornwall, Ont.
Cornwall Queen's, P.E.I.
Cornwallis, East King's, N.S.
Corunna Lambton, Ont.
Côteau du Lac Soulanges, Que.
Côteau Landing Soulanges, Que.
Côteau Station Soulanges, Que.
Côte des Neiges Hochelaga, Que.
Côte St. Paul Hochelaga, Que
Cotswold Wellington, N.R. Ont
Couchiching Simcoe, N.R. Ont
Coulson Simcoe, N.R. Ont
Courtland Norfolk, N.R. Ont
Courtright Lambton, Ont
Covehead Queen's, P.E.I
Covehead Road Queen's, P.E.I
Coventry Cardwell, Ont
Coverdale Albert, N.B
Coverly Grey, S.R. Ont
Covey Hill Huntingdon, Que
Cowal Elgin, W.R. Ont
Cowansville Missisquoi, Que
Cow Bay Cape Breton, N.S
Cowichan Vancouver, B.C
Coxheath Cape Breton, N.S
Craighurst Simcoe, N.R. Ont
Craigleith Grey, E.R. Ont
Craigsholme Wellington, C.R. Ont
Craig's Road Station Levis, Que
Craigvale Simcoe, S.R. Ont
Cranbourne Dorchester, Que
Cranworth Leeds, S.R. Ont
Crapaud Queen's, P.E.I
Crathie Middlesex, N.R. Ont
Crawford Grey, S.R. Ont
Credit Peel, Ont.
Crediton Huron, S.R. Ont.
Creek Bank Wellington, C.R. Ont.
Creemore Simcoe, N.R. Ont
Creighton Simcoe, N.R. Ont
Cressy Prince Edward, Ont
Crieff Wellington, S.R. Ont.
Crinan Elgin, W.R. Ont
Crofton Prince Edward, Ont
Cromarty Perth, S.R. Ont.
Cromwell King's, N.B.
Crosshill Waterloo, N.R. Ont.
Crosspoint Bonaventure, Que
Cross Roads, Country Harbour Guysborough, N.S
Cross Roads, Lake Ainslie Inverness, N.S
Cross Roads, Middle Melford Guysborough, N.S
Cross Roads, Ohio Antigonishe, N.S
Cross Roads, Saint George's Channel Richmond, N.S.
Crowell Shelburne, N.S.
Crow Harbour Guysborough, N.S
Crowland Welland, Ont
Croydon Addington, Ont
Cruickshank Grey, N.R. Ont.
Crumlin Middlesex, E.R. Ont.
Crysler Stormont, Ont
Culloden Oxford, S.R. Ont.
Cumberland Russell, Ont
Cumberland Bay Queen's, N.B.
Cumberland Mills Russell, Ont
Cumberland Point Queen's, N.B.
Cumminsville Halton, Ont.
Cumnock Wellington, C.R. Ont
Curran Prescott, Ont
Curry Hill Glengarry, Ont
Curryville Albert, N.B.
Cushing Argenteuil, Que.
Dacre Renfrew, S.R. Ont.
Daillebout Joliette, Que.
Dalesville Argenteuil, Que.
Dalhousie Restigouche, N.B
Dalhousie East King's, N.S
Dalhousie Mills Glengarry, Ont.
Dalhousie Road Lunenburg, N.S
Dalhousie Settlement Pictou, N.S
Dalibaire Rimouski, Que
Dalkeith Glengarry, Ont.
Dalrymple Victoria, N.R. Ont
Dalston Simcoe, N.R. Ont.
Damascus Wellington, N.R. Ont
Danby Drummond, Que
Danford Lake Pontiac, Que
Danforth York, E.R. Ont
Danville Richmond, Que
Darlington Queen's, P.E.I
Darnley Prince, P.E.I
Darrell Kent, Ont.
Dartford Northumberland, E.R. Ont.
Dartmoor Victoria, N.R. Ont.
Dartmouth Halifax, N.S
Dashwood Huron, S.R. Ont
Davenport York, W.R. Ont.
Davisville York, E.R. Ont
Dawn Mills Bothwell, Ont
Dawson Settlement Albert, N.B.
Daywood Grey, N.R. Ont.
Dealtown Kent, Ont
Dean Halifax, N.S
Debeck Station Carleton, N.B.
De Cewsville Haldimand, Ont
Deep Brook Annapolis, N.S.
Deerdock Addington, Ont.
Deerfield Yarmouth, N.S.
Deerhurst Simcoe, S.R. Ont.
Dee Side Bonaventure, Que.
De Gros Marsh King's, P.E.I.
Delaware Middlesex, W.R. Ont.
Delhi Norfolk, N.R. Ont.
Delta Leeds, S.R. Ont.
Demorestville Prince Edward, Ont
Dempsey's Corner King's, N.S.
Denbigh Addington, Ont
Denfield Middlesex, E.R. Ont.
Denison's Mills Richmond, Que.
Deniston Addington, Ont.
Densmore's Hants, N.S.
Densmore's Mills Hants, N.S.
De Ramsay Joliette, Que.
Derby Northumberland, N.B
Derryville Ontario, N.R. Ont.
Derry, West Peel, Ont.
Derwent Middlesex, E.R. Ont.
De Sable Queen's, P.E.I.
Desboro' Grey, N.R. Ont.
Deschambault Portneuf, Que.
Desert Lake Addington, Ont.
Desmond Addington, Ont.
Detour du Lac Temiscouata, Que.
Deux Rivières District of Nipissing, Ont
Devil's Creek Peterborough, E.R. Ont.
Devizes Middlesex, E.R. Ont.
Dewittville Huntingdon, Que.
Dexter Elgin, E.R. Ont.
Diamond Carleton, Ont.
Dickens Leeds, S.R. Ont.
Dickinson's Landing Stormont, Ont.
Dickson's Store Colchester, N.S.
Digby Digby, N.S
Dillonton Brome, Que.
Dingwall Bruce, S.R. Ont.
Dipper Harbour St. John, N.B.
Discoose Richmond, N.S.
Dixie Peel, Ont.
Dixon's Corners Dundas, Ont.
Dixville Stanstead, Que.
Doaktown Northumberland, N.B
Dobbington Bruce, N.R. Ont
Doctor's Cove Shelburne, N.S
Doherty's Mills Kent, N.B
Dog Creek Cariboo, B.C.
Dollar York, E.R. Ont
Domaine de Gentilly Arthabaska, Que
Don York, E.R. Ont.
Doncaster York, E.R. Ont.
Donegal Perth, N.R. Ont.
Donegal King's, N.B.
Doon Waterloo, S.R. Ont.
Doran Lanark, S.R. Ont
Dorchester Westmoreland, N.B
Dorchester Station Middlesex, E.R. Ont
Dorking Wellington, N.R. Ont
Douglas Renfrew, N.R. Ont
Douglas York, N.B.
Douglas Harbour Queen's, N.B.
Douglastown Gaspe, Que.
Douglastown Northumberland, N.B
Dover Westmoreland, N.B
Dover, South Kent, Ont
Dover, West Halifax, N.S.
Downeyville Victoria, S.R. Ont
Downsview York, W.R. Ont.
Doyle Settlement Restigouche, N.B
Drayton Wellington, C.R. Ont
Dresden Bothwell, Ont
Drew Wellington, N.R. Ont
Dromore Grey, S.R. Ont
Drum Durham, E.R. Ont.
Drumbo Oxford, N.R. Ont.
Drummondville, East Drummond, Que.
Drummondville, West Welland, Ont
Drumquin Halton, Ont
Drysdale Huron, S.R. Ont
Duart Bothwell, Ont
Dublin Shore Lunenburg, N.S.
Duck and Pringle Yale, B.C
Dudswell Wolfe, Que
Dufferin Haldimand, Ont.
Dumbarton, R. R. Station Charlotte, N.B.
Dunblane Bruce, N.R. Ont
Dumfries York, N.B
Dunany Argenteuil, Que
Dunbar Dundas, Ont
Dunbarton Ontario, S.R. Ont.
Duncan Grey, E.R. Ont.
Duncan (Way Office) Grey, E.R. Ont
Dunclet Lunenburg, N.S.
Dundalk Middlesex, N.R. Ont
Dundalk Station Grey, E.R. Ont.
Dundas Wentworth, N.R. Ont
Dundas King's, P.E.I
Dundee Huntingdon, Que.
Dundee Restigouche, N.B.
Dundee Centre Huntingdon, Que.
Dundela Dundas, Ont.
Dundonald Northumberland, E.R. Ont.
Dunedin Simcoe, N.R. Ont.
Dungannon Huron, N.R. Ont.
Dungiven Westmoreland, N.B.
Dunham Missisquoi, Que.
Dunkeld Bruce, S.R. Ont.
Dunkeld Cariboo, B.C.
Dunnville Monck, Ont
Dunphy Northumberland, N.B.
Dunraven Pontiac, Que.
Dunrobin Carleton, Ont
Dunsford Victoria, S.R. Ont.
Duntroon Simcoe, N.R. Ont
Dunvegan Glengarry, Ont.
Dupey's Corner Westmoreland, N.B
Durham Grey, S.R. Ont.
Durham Pictou, N.S.
Dwyer Hill Carleton, Ont.
Eagle Elgin, W.R. Ont.
Eagle Lake Peterborough, E.R. Ont
Eagle's Nest Lisgar, M
Eardley Ottawa, Que.
Earltown Colchester, N.S.
East Arthabaska Arthabaska, Que
East Bay Cape Breton, N.S.
East Bay, North Side Cape Breton, N.S.
East Bolton Brome, Que.
East Broughton Beauce, Que.
East Chester Arthabaska, Que
East Clifton Compton, Que
East Durham Missisquoi, Que.
Eastern Harbour Inverness, N.S.
East Farnham Brome, Que
East Glassville Carleton, N.B.
East Hawkesbury Prescott, Ont.
East Hereford Compton, Que.
East Jeddore Halifax, N.S
East Magdala Megantic, Que.
Eastman's Springs Russell, Ont.
Easton's Corners Grenville, N.R. Ont.
East Oro Simcoe, N.R. Ont.
East Point King's, P.E.I.
East Port Medway Queen's, N.S.
East River, St. Mary's Pictou, N.S.
East River, St. Mary's Guysborough, N.S
East Scotch Settlement King's, N.B.
East side of Chezzetcook Halifax, N.S.
East side of Pubnico Harbour Yarmouth, N.S.
East side of Ragged Island Shelburne, N.S.
East side of West Branch East River of Pictou Pictou, N.S
East Templeton Ottawa, Que.
Eastville Colchester, N.S.
East Williamsburgh Dundas, Ont.
Eastwood Oxford, S.R. Ont.
Eaton Compton, Que.
Economy Colchester, N.S.
Ecum Secum Halifax, N.S.
Eddystone Northumberland, W.R. Ont.
Eden Elgin, E.R. Ont.
Eden Mills Wellington, S.R. Ont.
Edgar Simcoe, N.R. Ont.
Edgeley York, W.R. Ont.
Edgett's Landing Albert, N.B.
Edgeworth Kent, Ont.
Edina Argenteuil, Que.
Edmonton Peel, Ont.
Edmundston Victoria, N.B
Edwardsburgh Grenville, S.R. Ont.
Eel Brook Yarmouth, N.S.
Eel Creek Cumberland, N.S.
Eel Lake Yarmouth, N.S.
Eel River Restigouche, N.B.
Effingham Monck, Ont.
Eganville Renfrew, S.R. Ont
Egbert Simcoe, S.R. Ont
Egerton Wellington, N.R. Ont
Eglinton York, E.R. Ont
Egmondville Huron, C.R. Ont
Egmont Bay Prince, P.E.I
Egremont Grey, S.R. Ont.
Egypte Shefford, Que
Eig Mountain Antigonishe, N.S
Ella Cardwell, Ont
Elcho Monck, Ont
Elder Cardwell, Ont.
Elder's Mills York, W.R. Ont
Eldorado Hastings, N.R. Ont.
Elfrida Wentworth, S.R. Ont
Elgin Leeds, S.R. Ont.
Elgin Albert, N.B
Elginburg Frontenac, Ont
Elginfield Middlesex, E.R. Ont
Ellimville Huron, S.R. Ont
Elizabethville Durham, E.R. Ont
Ellengowen Bruce, S.R. Ont
Ellershausen Hants, N.S
Ellesmere York, E.R. Ont
Elliott Lanark, S.R. Ont
Elm Carleton, Ont
Elmbank Peel, Ont.
Elmgrove Simcoe, S.R. Ont
Elmira Waterloo, N.R. Ont
Elmsdale Hants, N.S
Elmsville Pictou, N.S
Elmvale Simcoe, N.R. Ont
Elmwood Bruce, S.R. Ont
Elora Wellington, C.R. Ont
Elphin Lanark, N.R. Ont.
Elsinore Bruce, N.R. Ont.
Embro Oxford, N.R. Ont.
Embrun Russell, Ont.
Emerald Lennox, Ont.
Emerald Inverness, N.S.
Emerson Brome, Que
Emigrant Road Westmoreland, N.B.
Emigrant Settlement Westmoreland, N.B
Emyvale Queen's, P.E.I.
Enfield Durham, W.R. Ont
Enfield Hants, N.S.
English Corner Halifax, N.S
English Settlement Queen's, N.B
English Town Victoria, N.S.
Enniskillen Durham, W.R. Ont.
Enniskillen Station Queen's, N.B.
Ennismore Peterboro', W.R. Ont
Enon Cape Breton, N.S.
Enterprise Addington, Ont.
Epping Grey, E.R. Ont
Epsom Ontario, N.R. Ont.
Eramosa Wellington, S.R. Ont.
Erbsville Waterloo, N.R. Ont.
Erie Haldimand, Ont.
Erin Wellington, S.R. Ont.
Erinsvale Addington, Ont.
Erinville Guysborough, N.S
Ernestown Station Lennox, Ont.
Erroll Lambton, Ont.
Escott Leeds, S.R. Ont.
Escuminac (sub.) Bonaventure, Que.
Escuminac Northumberland, N.B.
Eskasoni Cape Breton, N.S
Esquesing Halton, Ont
Esquimalt Victoria, B.C.
Esquimaux Point Saguenay, Que.
Essex Centre Essex, Ont.
Etang du Nord (sub.) Gaspe, Que.
Ethel Huron, C.R. Ont.
Eugenia Grey, E.R. Ont.
Evelyn Middlesex, E.R. Ont.
Everett Simcoe, S.R. Ont
Eversley York, N.R. Ont.
Everton Wellington, S.R. Ont.
Exeter Huron, S.R. Ont.
Factory Dale King's, N.S.
Fatard Lotbinière, Que.
Fairfield Kent, Ont.
Fairfield King's, P.E.I.
Fairfield, East Brockville, Ont.
Fairfield St. John, N.B.
Fairfield Plain Brant, S.R. Ont
Fairhaven Charlotte, N.B.
Fairview Perth, S.R. Ont.
Fairville St. John, N.B.
Falding Muskoka, Ont.
Falkenburg Muskoka, Ont.
Falkirk Middlesex, N.R. Ont.
Falkland Brant, S.R. Ont.
Fallbrook Lanark, S.R. Ont.
Fallowfield Carleton, Ont.
Falmouth Hants, N.S.
Falmouth, Windsor Bridge Hants, N.S.
False Bay Beach Cape Breton, N.S.
Farley's Mills Carleton, N.B.
Farmerston Carleton, N.B
Farmersville Leeds, S.R. Ont.
Farmington Wellington, N.R. Ont.
Farmington King's, P.E.I.
Farnboro' Brome, Que.
Farndon Missisquoi, Que
Farnham Centre Brome, Que.
Farquhar Huron, S.R. Ont.
Farran's Point Stormont, Ont.
Father Point Rimouski, Que.
Fawkham Ontario, N.R. Ont.
Fenaghvale Prescott, Ont.
Fenella Northumberland, W.R. Ont.
Fenelon Falls Victoria, N.R. Ont.
Fennells Simcoe, S.R. Ont.
Fenwick Monck, Ont.
Fenwick King's, N.B.
Fenwick Cumberland, N.S.
Fergus Wellington, C.R. Ont.
Ferguson's Falls Lanark, S.R. Ont.
Fergusonvale Simcoe, N.R. Ont.
Fermoy Addington, Ont.
Fernhill Middlesex, N.R. Ont.
Ferris Queen's, N.B.
Ferryville Carleton, N.B.
Feversham Grey, E.R. Ont.
Fifteen Point Prince, P.E.I.
Fingal Elgin, W.R. Ont.
Fintona Cardwell, Ont.
Fish Creek Perth, S.R. Ont.
Fisherville Haldimand, Ont.
Fitch Bay Stanstead, Que.
Fitzroy Harbour Carleton, Ont.
Five Islands Colchester, N.S.
Five Mile River Hants, N.S.
Flatlands Restigouche, N.B.
Flat River Queen's, P.E.I.
Fleetwood Durham, E.R. Ont.
Flesherton Grey, E.R. Ont.
Fletcher's Station Halifax, N.S.
Fleurant Bonaventure, Que
Flinton Addington, Ont.
Flora Waterloo, N.R. Ont.
Florence Bothwell, Ont.
Florenceville Carleton, N.B.
Florenceville, East Carleton, N.B
Foley Ontario, N.R. Ont
Folly Lake Colchester, N.S
Folly Mountain Colchester, N.S
Folly River Colchester, N.S
Fontenoy Richmond, Que
Fonthill Monck, Ont
Forbes Colchester, N.S
Fordwich Huron, N.R. Ont
Fordyce Huron, N.R. Ont
Forest Lambton, Ont
Forest City York, N.B
Forester's Falls Renfrew, N.R. Ont
Forest Mills Lennox, Ont
Foreston Carleton, N.B
Forestville Norfolk, S.R. Ont
Forfar Leeds, S.R. Ont
Forks Queen's, N.B
Forks Baddeck Victoria, N.S
Formosa Bruce, S.R. Ont
Forristall's Guysborough, N.S
Fort Coulonge Pontiac, Que
Fort Augustus Queen's, P.E.I
Fort Erie Welland, Ont
Fort Garry Selkirk, M
Forties Settlement Lunenburg, N.S
Fort William Algoma, Ont
Fort William Pontiac, Que
Foster's Lunenburg, N.S
Foster's Cove Victoria, N.B
Fouchie Richmond, N.S
Fournier Prescott, Ont
Foxboro' Hastings, E.R. Ont
Fox Creek Westmoreland, N.B
Fox Harbour Cumberland, N.S
Fox River Gaspe, Que
Fox River Cumberland, N.S
Foymount Renfrew, S.R. Ont
Framboise Richmond, N.S
Frampton Dorchester, Que
Frankford Hastings, W.R. Ont
Frank Hill Victoria, S.R. Ont
Franklin Durham, E.R. Ont
Franklin Centre Huntingdon, Que
Franktown Lanark, S.R. Ont
Frankville Leeds, N.R. Ont.
Fraser's Grant Antigonishe, N.S
Fraser's Mills Pictou, N.S
Fredericton York, N.B
Fredericton Junction Sunbury, N.B
Fredericton Road Westmoreland, N.B
Freelton Wentworth, N.R. Ont
Freeport Waterloo, S.R. Ont
Freetown Prince, P.E.I
Freiburg Waterloo, N.R. Ont
Frelighsburg Missisquoi, Que
French Lake Sunbury, N.B
French River Pictou, N.S
French River Queen's, P.E.I
French Vale Cape Breton, N.S
French Village Drummond, Que
French Village Queen's, P.E.I
French Village King's, N.B
Frome Elgin, W.R. Ont
Frost Village Shefford, Que
Fulford Brome, Que
Fullarton Perth, S.R. Ont
Fulton Lincoln, Ont
Gaberouse Cape Breton, N.S
Gad's Hill Perth, N.R. Ont
Gagetown Queen's, N.B
Galley Kent, N.B
Galbraith Lanark, N.R. Ont
Galt Waterloo, S.R. Ont
Gallingertown Stormont, Ont
Gamebridge Ontario, N.R. Ont
Gananoque Leeds, S.R. Ont
Garafraxa Wellington, C.R. Ont
Garden Hill Durham, E.R. Ont
Garden Island Frontenac, Ont
Garden of Eden Pictou, N.S
Garden River Algoma, Ont
Gardiner Mines Cape Breton, N.S
Gardener's Creek St. John, N.B
Garneau L'Islet, Que.
Garnet Haldimand, Ont
Garthby Wolfe, Que
Gaspé Basin Gaspé, Que
Gaspereaux King's, P.E.I
Gaspereaux Queen's, N.B
Gaspereaux King's, N.S
Gaspereaux Station Queen's, N.B
Gay's River Halifax, N.S
Gay's River Road Halifax, N.S
Geary Sunbury, N.B
Gemley Addington, Ont
Geneva Argenteuil, Que
Genoa Argenteuil, Que
Gentilly Nicolet, Que
George's River Cape Breton, N.S
Georgetown King's, P.E.I
Georgetown Halton, Ont.
Georgeville Stanstead, Que
Georgina York, N.R. Ont
Germantown Albert, N.B
Gesto Essex, Ont
Getson's Point Lunenburg, N.S
Giant's Lake Guysborough, N.S
Gibraltar Grey, E.R. Ont
Gibson Simcoe, N.R. Ont
Gilbert Cove Digby, N.S
Gilbert's Mills Prince Edward, Ont
Gilford Simcoe, S.R. Ont
Gillies Lake Cape Breton, N.S
Gladstone Middlesex, E.R. Ont
Glamis Bruce, N.R. Ont
Glamorgan Durham, E.R. Ont
Glanford Wentworth, S.R. Ont
Glanmire Hastings, N.R. Ont
Glanworth Middlesex, E.R. Ont
Glascott Grey, S.R. Ont
Glasgow Ontario, N.R. Ont
Glassville Carleton, N.B
Glastonbury Addington, Ont
Glen Antigonishe, N.S
Glen Allan Wellington, N.R. Ont
Glen Alpine Antigonishe, N.S
Glenarm Victoria, N.R. Ont
Glenburnie Frontenac, Ont
Glencairn Simcoe, S.R. Ont
Glencoe Middlesex, W.R. Ont.
Glen Donald Glengarry, Ont
Glendower Addington, Ont.
Glenedale Inverness, N.S
Glenelg Guysborough, N.S
Glengarry Station Pictou, N.S.
Glen Gordon Glengarry, Ont.

Glen Huron .. Simcoe, N.R., Ont.
Glenloyd .. Megantic, Que
Glen Major .. Huron, N.R., Ont
Glenmeyer .. Norfolk, S.R., Ont.
Glen Morris .. Brant, N.R., Ont.
Glen Murray .. Megantic, Que.
Glennevis .. Glengarry, Ont.
Glen Norman .. Glengarry, Ont.
Glen Road .. Antigonishe, N.S.
Glenroy .. Glengarry, Ont.
Glen Sandfield .. Glengarry, Ont.
Glenshee .. Norfolk, S.R., Ont.
Glenshee .. Pictou, N.S.
Glen Stewart .. Dundas, Ont.
Glen Sutton .. Brome, Que
Glen Tay .. Lanark, S.R., Ont
Glenvale .. Frontenac, Ont
Glen Walter .. Glengarry, Ont.
Glen Williams .. Halton, Ont
Glenwood .. Yarmouth, N.S.
Glidden .. Compton, Que.
Goble's Corners .. Oxford, N.R., Ont.
Goderich .. Huron, C.R., Ont.
Golden Grove .. St. John, N.B.
Golden Lake .. Renfrew, N.R., Ont.
Goldenville .. Guysborough, N.S.
Gold Fields .. Colchester, N.S.
Gold River .. Lunenburg, N.S.
Goldstone .. Wellington, C.R., Ont
Good Corner .. Carleton, N.B.
Gooderham .. Peterborough, E.R., Ont
Goodwood .. Ontario, N.R., Ont
Goose Creek .. St. John, N.B.
Goose River .. Cumberland, N.S.
Goose River .. King's, P.E.I.
Gordonsville .. Carleton, N.B.
Gore .. Hants, N.S.
Gore's Landing .. Northumberland, W.R., Ont.
Gormley .. York, E.R., Ont.
Gorrie .. Huron, N.R., Ont.
Goshen .. Albert, N.B.
Goshen .. Antigonishe, N.S.
Goshen .. Colchester, N.S.
Gosport .. Lennox, Ont
Gould .. Compton, Que.
Gourock .. Wellington, S.R., Ont.
Gowanstown .. Perth, N.R., Ont.
Gower Point .. Renfrew, N.R., Ont
Gowland Mountain .. Albert, N.B.
Grafton .. Northumberland, W.R., Ont
Graham's Road .. Queen's, P.E.I.
Grahamsville .. Peel, Ont
Gra[illegible] .. [illegible], Que
Granby .. [illegible], Que
Grand Anse .. [illegible], N.S.
Grand Anse .. [illegible], N.B.
Grand Bay .. St. John, N.B.
Grand Bend .. Lambton, Ont.
Grand Baie .. Chicoutimi, Que
Grande Greve .. Gaspé, Que.
Grande Ligne .. St. John's, Que.
Grand Entry .. Gaspé, Que.
Grandes Coulees .. Beauce, Que.
Grand Etang .. Inverness, N.S.
Grande Vallée .. Gaspé, Que.
Grand Falls .. Victoria, N.B.
Grand Falls .. Victoria, N.B.
Grand Harbour .. Charlotte, N.B.
Grand Digue .. Kent, N.B.
Grand Digue Ferry .. Kent, N.B.
Grand Manan .. Charlotte, N.B.
Grand Mira, North .. Cape Breton, N.S.
Grand Mira, South .. Cape Breton, N.S.
Grand Narrows .. Cape Breton, N.S.
Grand Pabos .. Gaspé, Que
Grand River .. Gaspé, Que
Grand River .. [illegible], N.B.
Grand River .. [illegible], N.S.
Grand Tracadie .. Queen's, P.E.I.
Granville .. New Westminster, B.C.
Granville .. Queen's, P.E.I.
Granville Centre .. Annapolis, N.S.
Granville Ferry .. Annapolis, N.S.
Grant .. Russell, Ont.
Grantley .. Dundas, Ont.
Granton .. Middlesex, N.R., Ont.
Gravel Hill .. Stormont, Ont.
Gravelotte .. Norfolk, N.R., Ont.
Gravenhurst .. Muskoka, Ont
Graystock .. Peterborough, E.R., Ont
Great Chemogue .. Westmoreland, N.B.
Great Village .. Colchester, N.S.
Greenbank .. Ontario, N.R., Ont
Greenbush .. Brockville, Ont.
Greenfield .. Glengarry, Ont.
Greenfield .. Carleton, N.B.
Greenfield .. Queen's, N.S.
Green Hill .. Pictou, N.S.
Greenock .. Bruce, S.R., Ont
Green Point .. Prince Edward, Ont.
Green River .. Temiscouata, Que
Green River .. Ontario, S.R., Ont
Green River .. Victoria, N.B.
Green's Creek .. Colchester, N.S.
Greensville .. Wentworth, N.R., Ont.
Greenview .. Hastings, N.R., Ont
Greenville .. Cumberland, N.S.
Greenville Station .. Cumberland, N.S.
Greenwich Hill .. King's, N.B.
Greenwood .. Ontario, S.R., Ont
Grenfell .. Simcoe, N.R., Ont.
Grenville .. Argenteuil, Que.
Gresham .. Bruce, N.R., Ont.
Gretna .. Lennox, Ont.
Grey .. Huron, C.R., Ont
Griersville .. Grey, E.R., Ont.
Grierson .. Peel, Ont.
Griffith .. Renfrew, S.R., Ont.
Grimsby .. Lincoln, Que.
Grondines .. Portneuf, Que
Grosses Coques .. Digby, N.S.
Grosvenor .. Guysboro, N.S.
Grovesend .. Elgin, E.R., Ont.
Grove's Point .. Victoria, N.S.
Guguen .. Kent, N.B.
Guelph .. Wellington, S.R., Ont
Gulf Shore .. Cumberland, N.S.
Gunning Cove .. Shelburne, N.S.
Gunnsborough .. Norfolk, N.R., Ont.
Guysborough .. Guysborough, N.S.
Guysborough Intervale .. Guysborough, N.S.

Hackett's Cove .. Halifax, N.S.
Hagersville .. Haldimand, Ont.
Hagerman's Corners .. York, E.R., Ont

Half Island Cove .. Guysborough, N.S.
Halfway Brook .. Colchester, N.S.
Halfway River .. Cumberland, N.S.
Haliburton .. Peterborough, E.R., Ont
Halifax .. Halifax, N.S.
Hallerton .. Huntingdon, Que
Halloway .. Hastings, E.R., Ont.
Hall's Bridge .. Peterborough, W.R., Ont.
Hall's Harbour .. King's, N.S.
Hamburg .. Lennox, Ont
Hamilton .. Hamilton, Ont.
Hamilton .. Prince, P.E.I.
Hamlet .. Lanark, S.R., Ont
Hammond .. Perth, N.R., Ont
Hammond River .. King's, N.B.
Hammondvale .. King's, N.B.
Hampstead .. Perth, N.R., Ont.
Hampstead .. Queen's, N.B
Hampton .. Durham, W.R., Ont.
Hampton .. King's, N.B
Hamtown .. York, N.B.
Hanford Brook .. King's, N.B.
Hannon .. Wentworth, S.R., Ont
Hanover .. Grey, S.R., Ont
Hantsport .. Hants, N.S.
Hanwell .. York, N.B.
Harbour au Bouche .. Antigonishe, N.S.
Harbour Road .. Antigonishe, N.S.
Harbourville .. King's, N.S.
Harcourt .. Renfrew, S.R., Ont
Harding .. Addington, Ont
Hare Lodge .. Westmoreland, N.B.
Hardwicke .. Northumberland, N.B.
Hardwood Lands .. Colchester, N.S.
Harewood .. Westmoreland, N.B.
Harlem .. Leeds, S.R., Ont
Harley .. Brant, S.R., Ont
Harlock .. Huron, C.R., Ont
Harmony .. Perth, S.R., Ont.
Harmony .. King's, N.S.
Harold .. Hastings, N.R., Ont
Harper .. Lanark, S.R., Ont
Harpley .. Huron, S.R., Ont.
Harrietsville .. Middlesex, E.R., Ont.
Harrigan Cove .. Halifax, N.S.
Harrington (East) .. Argenteuil, Que
Harrington (West) .. Oxford, N.R., Ont.
Harrisburg .. Brant, N.R., Ont.
Harrison's Corners .. Cornwall, Ont
Harriston .. Wellington, N.R., Ont
Harrow .. Essex, Ont
Harrowsmith .. Addington, Ont.
Hartford .. Norfolk, N.R., Ont
Hartington .. Addington, Ont.
Hartland .. Carleton, N.B.
Hartley .. Victoria, N.R., Ont.
Hartman .. York, N.R., Ont.
Hart's Mills .. Sunbury, N.B
Hartsville .. Queen's, P.E.I.
Harvey .. Albert, N.B
Harvey Creek .. Cariboo, B.C.
Harvey Station .. York, N.B
Harvey Hill Mines .. Megantic, Que
Harwich .. Kent, Ont.
Harwood .. Northumberland, W.R., Ont
Haskvale .. Missisquoi, Que
Hastings .. Peterborough, E.R., Ont
Hastings .. Cumberland, N.S.
Hastings .. Albert, N.B
Hatley .. Stanstead, Que
Haultain .. Peterborough, E.R., Ont.
Havelock .. Peterborough, E.R., Ont
Havelock .. Digby, N.S.
Hawkesbury .. Prescott, Ont
Hawkestone .. Simcoe, N.R., Ont
Hawkesville .. Waterloo, N.R., Ont
Hawthorne .. Russell, Ont.
Hawtrey .. Oxford, S.R., Ont.
Hay .. Huron, S.R., Ont
Haydon .. Durham, W.R., Ont.
Haysland .. Wentworth, N.R., Ont.
Hay's River .. Inverness, N.S.
Haysville .. Waterloo, S.R., Ont.
Hazel Grove .. Queen's, P.E.I.
Hazeldean .. Carleton, Ont
Headford .. York, E.R., Ont
Headingly .. Selkirk, M
Head Lake .. Victoria, N.R., Ont.
Head of Amherst .. Cumberland, N.S.
Head of Jordan River .. Shelburne, N.S.
Head of Millstream .. King's, N.B.
Head of St. Margaret's Bay .. Halifax, N.S.
Head of St. Margaret's Bay (Middle District) .. Halifax, N.S.
Head of St. Mary's Bay .. Digby, N.S.
Head of St. Peter's Bay .. King's, P.E.I.
Head of South River Lake .. Antigonishe, N.S.
Head of Tatamagouche Bay .. Colchester, N.S.
Head of Tide .. Restigouche, N.B.
Head of Wallace Bay .. Cumberland, N.S.
Head of Wallace Bay (North Side) .. Cumberland, N.S.
Heathcote .. Grey, E.R., Ont
Hebb's Cross .. Lunenburg, N.S.
Hebron .. Albert, N.B
Hebron .. Yarmouth, N.S.
Heckston .. Grenville, N.R., Ont
Hedleyville .. Quebec, Que.
Heidelberg .. Waterloo, N.R., Ont
Helena .. Huntingdon, Que.
Heilerup .. Victoria, N.B.
Hemison .. Dorchester, Que
Hemmingford .. Huntingdon, Que
Henderson Settlement .. Queen's, N.B.
Henderson Settlement .. Cumberland, N.S.
Henry .. Prescott, Ont
Henrysburg .. St. John's, Que
Henryville .. Iberville, Que.
Hepworth .. Grey, N.R., Ont
Herbert .. Brome, Que.
Herdman's Corners .. Huntingdon, Que.
Hereford .. Compton, Que.
Hereward .. Wellington, C.R., Ont
Heron's Island .. Restigouche, N.B.
Hespeler .. Waterloo, S.R., Ont
Heyworth .. Ottawa, Que.

Hiawatha .. Peterborough, E.R., Ont
Hibernia .. Queen's, N.B.
Higgin's Road .. Prince, P.E.I.
High Bluff .. Marquette, M
High Falls .. Renfrew, S.R., Ont
Highfield .. York, W.R., Ont
Highfield .. Hants, N.S.
Highgate .. Bothwell, Ont
Highland Creek .. York, E.R., Ont.
Hilda .. Hastings, E.R., Ont.
Hillier .. Prince Edward, Ont.
Hillsborough .. Lambton, Ont
Hillsborough, C.B. .. Inverness, N.S.
Hillsborough .. Albert, N.B
Hillsburgh .. Wellington, N.R., Ont
Hillsdale .. Simcoe, N.R., Ont
Hillsdale .. King's, N.B
Hill's Green .. Huron, S.R., Ont
Hillside .. Cape Breton, N.S.
Hillside .. Albert, N.B.
Hilton .. Northumberland, E.R., Ont
Hinch .. Addington, Ont
Hoasic .. Dundas, Ont
Heath Head .. Grey, N.R., Ont
Hochelaga .. Hochelaga, Que
Hockley .. Cardwell, Ont
Holbrook .. Oxford, N.R., Ont
Holland Landing .. York, N.R., Ont
Hollen .. Wellington, N.R., Ont
Holstein .. Grey, S.R., Ont
Honeysville .. [illegible]
Holstein .. [illegible], Ont
Holt .. York, N.R., Ont
Holyrood .. Bruce, S.R., Ont
Homer .. Lincoln, Ont
Honeywood .. Simcoe, S.R., Ont
Hope .. Yale, B.C.
Hopetown .. Lanark, N.R., Ont
Hopefield .. Renfrew, S.R., Ont
Hope River .. Queen's, P.E.I.
Hopewell .. Albert, N.B
Hopewell .. Pictou, N.S.
Hopewell Cape .. Albert, N.B
Hopewell Corner .. Albert, N.B.
Hopewell Hill .. Albert, N.B
Hornby .. Halton, Ont
Horning's Mills .. Grey, E.R., Ont
Hornsey .. Cumberland, N.S.
Horton Landing .. King's, N.S.
Houghton .. Norfolk, S.R., Ont
House Harbour (sub.) .. Gaspé, Que
Howe Island .. Frontenac, Ont
Howick .. Chateauguay, Que
Hubbard's Cove .. Halifax, N.S.
Hudson .. [illegible], Que
Hull .. Ottawa, Que
Humber .. York, W.R., Ont
Humberstone .. Welland, Ont
Hunsdon .. Cardwell, Ont
Hunter's Mountain .. Victoria, N.S.
Hunterstown .. Maskinongé, Que
Huntersville .. Lanark, N.R., Ont
Huntingdon .. Huntingdon, Que
Huntingville .. Sherbrooke, Que
Huntley .. Carleton, Ont
Hunt's Point .. Queen's, N.S.
Huntsville .. Muskoka, Ont
Hurdville .. Muskoka, Ont
Huston .. Wellington, N.R., Ont
Huttonsville .. Peel, Ont
Hyde Park Corner .. Middlesex, E.R., Ont

Ida .. Durham, E.R., Ont
Ilderton .. Middlesex, E.R., Ont
Indiana .. Haldimand, Ont
Indian Brook .. Victoria, N.S.
Indian Cove .. Gaspé, Que
Indian Harbour .. Halifax, N.S.
Indian Harbour .. [illegible], N.S.
Indian Island .. Charlotte, N.B
Indian Point .. Lunenburg, N.S.
Indian River .. Peterborough, E.R., Ont
Indian River .. Prince, P.E.I.
Indian Road .. Hants, N.S.
Indian Town .. St. John, N.B
Ingersoll .. Oxford, S.R., Ont
Ingoldsby .. Peterborough, E.R., Ont
Ingonish .. Victoria, N.S.
Ingram River .. Halifax, N.S.
Inistioge .. Grey, E.R., Ont
Inkerman .. Dundas, Ont.
Innerkip .. Oxford, N.R., Ont
Innisfil .. Simcoe, S.R., Ont
Innisville .. Lanark, S.R., Ont
Intervale .. Westmoreland, N.B
Inverary .. Frontenac, Ont
Inverhuron .. Bruce, N.R., Ont
Invermay .. Bruce, N.R., Ont
Inverness .. Megantic, Que
Inverness .. Prince, P.E.I.
Iona .. Elgin, W.R., Ont.
Irish Cove .. Cape Breton, N.S.
Irishtown .. Westmoreland, N.B
Iron Hill .. Brome, Que
Ironside .. Ottawa, Que
Iroquois .. Dundas, Ont
Irving Settlement .. Albert, N.B
Irvine .. Megantic, Que
Isaac's Harbour .. Guysboro, N.S.
Isaac's Harbour (East side) .. Guysboro, N.S.
Island Brook .. Compton, Que.
Islay .. Victoria, N.R., Ont.
Isle aux Coudres (sub.) .. Charlevoix, Que
Isle aux Grues .. L'Islet, Que
Isle Bizard .. Jacques Cartier, Que
Isle Dupas .. Berthier, Que.
Isle Perrot .. Vaudreuil, Que
Isle Verte .. Temiscouata, Que
Islington .. York, W.R., Ont
Ivanhoe .. Hastings, N.R., Ont
Ivy .. Simcoe, S.R., Ont.
Jackson .. Cumberland, N.S.
Jackson .. Grey, N.R., Ont.
Jackson Road .. King's, N.S.
Jacksontown .. Carleton, N.B
Janetville .. Durham, E.R., Ont
Jacksonville .. Carleton, N.B.
Jamesville .. Gloucester, N.B.
Jarratt's Corners .. Simcoe, N.R., Ont.
Jarvis .. Haldimand, Ont
Jasper .. Grenville, N.R., Ont
Jeddore .. Halifax, N.S.
Jemseg .. Queen's, N.B.
Jenkins .. Queen's, N.B.
Jersey, River Chaudière .. Beauce, Que
Jerseyville .. Wentworth, S.R., Ont.
Joggin Mines .. Cumberland, N.S.
Johnson .. Grey, N.R., Ont.
Johnson's Mills .. Huron, S.R., Ont.
Johnson Mills .. Westmoreland, N.B.
Johnston's River .. Queen's, P.E.I.

Johnston .. Queen's, N.B.
Johnville .. Compton, Que
Johnville .. Carleton, N.B
Joliciure .. Westmoreland, N.B
Joliette .. Joliette, Que
Jonquieres .. Chicoutimi, Que
Jordan .. Lincoln, Ont.
Jordan Bay .. Shelburne, N.S.
Judique .. Inverness, N.S.
Jura .. Lambton, Ont.
Juvenile Settlement .. Sunbury, N.B
Kaladar .. Addington, Ont
Kamloops .. Yale, B.C.
Kamouraska .. Kamouraska, Que
Kars .. Carleton, Ont
Kars .. King's, N.B
Katevale .. Stanstead, Que
Kazubazua .. Ottawa, Que
Kay Settlement .. Westmoreland, N.B
Keady .. Grey, N.R., Ont
Keats .. Westmoreland, N.B
Keenansville .. Cardwell, Ont
Keene .. Peterborough, E.R., Ont
Keith .. Kent, Ont
Keithley Creek .. Cariboo, B.C.
Kelly Cross .. Queen's, P.E.I.
Kelso .. Huntingdon, Que
Kelvin .. Norfolk, N.R., Ont
Kemble .. Grey, N.R., Ont
[illegible]
Kempt Road .. [illegible], N.S.
Kempt Town .. [illegible], N.S.
Kemptville .. Yarmouth, N.S.
Kendal .. Durham, W.R., Ont
Kennebec Line .. Beauce, Que
Kenilworth .. Wellington, N.R., Ont.
Kenmore .. Russell, Ont
Kennetcook .. Hants, N.S.
Kennetcook Corner .. Hants, N.S.
Ker Bridge .. Kent, Ont
Kentville .. King's, N.S.
Keppel .. Frontenac, Ont
Keppoch .. Antigonishe, N.S.
Kerrwood .. Middlesex, N.R., Ont
Kerry .. Prescott, Ont
Ketch .. Lambton, Ont
Keswick .. York, N.R., Ont
Keswick Ridge .. York, N.B
Ketch Harbour .. Halifax, N.S.
Kettleby .. York, N.R., Ont
Kewstoke .. Inverness, N.S.
[illegible]
Kildonan .. Selkirk, M
Kilkenny .. Montcalm, Que
Killarney .. Algoma, Ont
Killean .. Wellington, S.R., Ont
Killerow .. Elgin, E.R., Ont
Kilmanagh .. Peel, Ont
Kilmarnock .. Grenville, N.R., Ont
Kilmartin .. Middlesex, W.R., Ont
Kilmaurs .. Carleton, Ont
Kilsyth .. Grey, N.R., Ont.
Kimberley .. Grey, E.R., Ont
Kinburn .. Carleton, Ont
Kincardine .. Bruce, S.R., Ont
[illegible]
Kingsbury .. [illegible], Que
Kingsclear .. York, N.B
[illegible]
Kingston Village .. King's, N.S.
[illegible]
Kinlough .. Bruce, S.R., Ont
Kinmount .. Victoria, N.R., Ont
Kinnear's Mills .. Megantic, Que
Kinross .. Queen's, P.E.I.
Kinsale .. Ontario, S.R., Ont
Kinsman's Corner .. King's, N.S.
Kintail .. Huron, N.R., Ont
Kintore .. Oxford, N.R., Ont
Kippen .. Huron, C.R., Ont
Kippewa .. Pontiac, Que
Kirby .. Durham, W.R., Ont
Kirkdale .. Drummond, Que.
Kirkfield .. Victoria, N.R., Ont
Kirkhill .. Glengarry, Ont
Kirkhill .. Cumberland, N.S.
Kirkland .. Carleton, N.B
Kirk's Ferry .. Ottawa, Que
Kirkton .. Huron, S.R., Ont
Kirkwall .. Wentworth, N.R., Ont
Klineburg .. York, W.R., Ont
Knapdale .. Middlesex, W.R., Ont.
Knatchbull .. Halton, Ont
Knowlesville .. Carleton, N.B
Knowlton .. Brome, Que
Knowlton Landing .. Brome, Que
Knoxford .. Carleton, N.B
Knoydart .. Pictou, N.S.
Kolbeck .. Cumberland, N.S.
Komoka .. Middlesex, N.R., Ont
Kootenay (sub.) .. Yale, B.C.
Kossuth .. Waterloo, S.R., Ont
Kouchibouguac .. Kent, N.B
Labaie .. Yamaska, Que
Labarre .. Chicoutimi, Que
La Beauce .. Beauce, Que
L'Acadie .. St. John's, Que
Lachenaie .. L'Assomption, Que
Lachine .. Jacques Cartier, Que
Lachute .. Argenteuil, Que
Lac Masson .. Terrebonne, Que
Lac Noir .. L'Islet, Que
Lacolle .. St. John's, Que.
Lafontaine .. Simcoe, N.R., Ont
Laggan .. Glengarry, Ont
La Guerre .. Huntingdon, Que
La Have Cross Roads .. Lunenburg, N.S.
La Have River .. Lunenburg, N.S.
Lake Ainslie .. Inverness, N.S.
Lake Ainslie (East Side) .. Inverness, N.S.
Lake Ainslie (South Side) .. Inverness, N.S.
Lake Aylmer .. Wolfe, Que.
Lake Beauport .. Quebec, Que.
Lake Dore .. Renfrew, N.R., Ont.
Lake Etchemin .. Dorchester, Que
Lakefield .. Argenteuil, Que

Lakefield .. King's, N.B.
Lake George .. York, N.B.
Lake George .. King's, N.S.
Lake George .. Yarmouth, N.S.
Lakehurst .. Peterborough, E.R., Ont
Lake La Hache .. Cariboo, B.C.
Lakelands .. Cumberland, N.S.
Lake Law .. Inverness, N.S.
Lakelet .. Huron, N.R., Ont
Lake Megantic .. Compton, Que
Lake Opinicon .. Frontenac, Ont
Lake Road .. Cumberland, N.S.
Lake Settlement .. Kent, N.B
Lakeside .. Oxford, N.R., Ont
Lake Temiscamingue .. Pontiac, Que
Lakevale .. Antigonishe, N.S.
Lakeview .. Queen's, N.B.
Lakeville .. Carleton, N.B
Lakeville .. King's, N.S.
Lakeville Corner .. Sunbury, N.B
Lake Weedon .. Wolfe, Que.
L'Amable .. Hastings, N.R., Ont
L'Amaroux .. York, E.R., Ont
Lamartine .. [illegible], Que
Lambeth .. Middlesex, E.R., Ont
Lambton .. Beauce, Que
Lambton Mills .. York, W.R., Ont
Lanark .. Lanark, N.R., Ont
Lancaster .. Glengarry, Ont
Landrieville .. Bonaventure, Que
[illegible]
Langton .. Norfolk, S.R., Ont
Lanoraie .. Berthier, Que
Lansdowne .. Leeds, S.R., Ont
L'Anse à Gilles .. L'Islet, Que
L'Anse au Foin .. Chicoutimi, Que
L'Anse aux Gascons .. Bonaventure, Que
Lansing .. York, E.R., Ont
L'Anse St. Jean .. Chicoutimi, Que
Lantz .. Lunenburg, N.S.
La Petite Rivière St. François (sub.) .. Charlevoix, Que
La Pigeonnière .. Napierville, Que
Laprairie .. Laprairie, Que
La Présentation .. St. Hyacinthe, Que
L'Arcadie .. Richmond, Que
Lar[illegible] .. Elgin, W.R., Ont
Larochelle .. Megantic, Que
Larry's River .. Guysborough, N.S.
Laskay .. York, N.R., Ont
L'Assomption .. L'Assomption, Que
[illegible]
Laurel .. Wellington, N.R., Ont
Lauzon .. Levis, Que
Laval .. Montmorency, Que
Lavaltrie .. Berthier, Que
Lavant .. Lanark, N.R., Ont
Lavender .. Simcoe, S.R., Ont
L'Avenir .. Drummond, Que
Lawrence Factory .. Cumberland, N.S.
Lawrence Station .. Charlotte, N.B.
Lawrencetown .. Annapolis, N.S.
Lawrencetown .. Halifax, N.S.
Lawrenceville .. Shefford, Que
Laxton .. Ontario, N.R., Ont
[illegible]
Leeds .. [illegible], N.B
Leeds .. [illegible], Que
Leeds Village .. Megantic, Que
[illegible]
Le Mesurier .. Montcalm, Que
[illegible]
Les Eboulements .. Charlevoix, Que
Les Ecureuils .. Portneuf, Que
Les Escoumains .. Saguenay, Que
Leskard .. Durham, W.R., Ont
Leslie .. York, E.R., Ont
Les Petites Bergeronnes .. Saguenay, Que
L'Etete .. Charlotte, N.B.
Levis .. Levis, Que
Lewis Bay .. Cape Breton, N.S.
Lewis Head .. Shelburne, N.S.
Lewis Mountain .. Westmoreland, N.B
Lewisville .. Westmoreland, N.B
Lieury .. Middlesex, N.R., Ont
Lifford .. Durham, E.R., Ont
Lilley's Corners .. Middlesex, E.R., Ont
Lillooet .. Cariboo, B.C.
Limehouse .. Halton, Ont
Lime Lake .. Hastings, E.R., Ont
Lime Rock .. Pictou, N.S.
Lincoln .. Sunbury, N.B.
Linda .. Compton, Que
Lindsay .. Victoria, S.R., Ont
Lindsay .. Carleton, N.B
Lineboro' .. Stanstead, Que
Lingan .. Cape Breton, N.S.
Linton .. York, N.R., Ont
Linton's .. Sunbury, N.B
Linwood .. Waterloo, N.R., Ont
Lisbon .. Perth, N.R., Ont.
Lisburn .. Bruce, S.R., Ont
Liscombe .. Guysborough, N.S.
L'Islet .. L'Islet, Que
Listowel .. Perth, N.R., Ont
Little Branch .. Northumberland, N.B
Little Bras d'Or .. Cape Breton, N.S.
Little Britain .. Victoria, S.R., Ont
Little Current .. Algoma, Ont.
Little Grace Bay .. Cape Breton, N.S.
Little Harbour .. King's, P.E.I.
Little Harbour .. Pictou, N.S.
Little Judique .. Inverness, N.S.
Little Lepreaux .. Charlotte, N.B.
Little Lorraine .. Cape Breton, N.S.
Little Narrows .. Inverness, N.S.
Little Rideau .. Prescott, Ont.
Little Ridge .. Albert, N.B
Little Ridge .. Charlotte, N.B.
Little River (Coverdale) .. Albert, N.B.
Little River (Elgin) .. Albert, N.B.
Little River .. Sunbury, N.B.
Little River .. Antigonishe, N.S.

Little River .. Cumberland, N.S.
Little River .. Digby, N.S.
Little River (Mid Musquodoboit) .. Halifax, N.S.
Little Rocher .. Albert, N.B
Little Sands .. King's, P.E.I.
Little Chemogue .. Albert, N.B
Little Shippegan .. Gloucester, N.B.
Little Tignish .. Prince, P.E.I.
Little Tracadie .. Antigonishe, N.S.
Littlewood .. Shelburne, N.S.
Little York .. Queen's, P.E.I.
Liverpool .. Queen's, N.S.
Livingstone's Cove .. Antigonishe, N.S.
Lloydtown .. York, N.R., Ont
Lobo .. Middlesex, N.R., Ont
[illegible]
Lochaber Bay .. [illegible], Que
[illegible]
Loch Broom .. [illegible], N.S.
[illegible]
Lockport .. [illegible], N.S.
[illegible]
Lockhartville .. [illegible], N.S.
Londonderry .. Colchester, N.S.
Londonderry Station .. Colchester, N.S.
Long Creek .. Queen's, P.E.I.
Long Creek .. Queen's, N.B
Long Island .. Digby, N.S.
Long Island Locks .. Russell, Ont
Long River .. Queen's, P.E.I.
Long Lake .. Addington, Ont
Long Pond .. Hochelaga, Que
Long Point .. King's, N.S.
Long Point .. Inverness, N.S.
Long Point .. King's, N.S.
Long Reach .. King's, N.B
Long Settlement .. Carleton, N.B
Longueuil .. Chambly, Que
Longwood .. Middlesex, W.R., Ont
Longwood Station .. Middlesex, W.R., Ont
Lonsdale .. Hastings, E.R., Ont
Lord's Cove .. Charlotte, N.B
Loretto .. [illegible], Que
Loretto .. [illegible], Ont
[illegible]
Lornevale .. Victoria, N.R., Ont
Lorraine .. Cardwell, Ont
Lorway Mines .. Cape Breton, N.S.
Lotbinière .. Lotbinière, Que
Lot 1 .. Prince, P.E.I.
" 4 .. Prince, P.E.I.
" 6 .. Prince, P.E.I.
" 8 .. Prince, P.E.I.
" 10 .. Prince, P.E.I.
" 11 .. Prince, P.E.I.
" 12 .. Prince, P.E.I.
" 14 .. Prince, P.E.I.
" 16 .. Prince, P.E.I.
" 29 .. Queen's, P.E.I.
" 48 .. Queen's, P.E.I.
" 56 .. King's, P.E.I.
" 65 .. Queen's, P.E.I.
Lotus .. Durham, E.R., Ont
Loughborough .. [illegible]
Louisburg .. [illegible]
Louisville .. Kent, Ont
[illegible]
Lowe .. Ottawa, Que
[illegible]
Lower Argyle .. Yarmouth, N.S.
Lower Barney's River .. Pictou, N.S.
Lower Brighton .. Carleton, N.B
Lower Canterbury .. York, N.B
Lower Cape .. Albert, N.B
Lower Cove .. Cumberland, N.S.
Lower Coverdale .. Albert, N.B
Lower East Pubnico .. Yarmouth, N.S.
Lower Fort Garry .. Lisgar, M
Lower Freetown .. Prince, P.E.I.
Lower French Village .. York, N.B
Lower Granville .. Annapolis, N.S.
Lower Hayneville .. York, N.B
Lower Horton .. King's, N.S.
Lower Ireland .. Megantic, Que
Lower La Have .. Lunenburg, N.S.
Lower L'Ardoise .. Richmond, N.S.
Lower Line, Queensbury .. York, N.B.
Lower Mortague .. King's, P.E.I.
Lower Newcastle .. Northumberland, N.B
Lower Pereaux .. King's, N.S.
Lower Pockmouche .. Gloucester, N.B
Lower Prince William .. York, N.B
Lower Prospect .. Halifax, N.S.
Lower Queensbury .. York, N.B
Lower River Inhabitants .. Richmond, N.S.
Lower Selmah .. Hants, N.S.
Lower Settlement, Middle River .. Victoria, N.S.
Lower Settlement, South River .. Antigonishe, N.S.
Lower Ship Harbour .. Halifax, N.S.
Lower Southampton .. York, N.B
Lower Stewiacke .. Colchester, N.S.
Lower Turtle Creek .. Albert, N.B
Lower Wakefield .. Carleton, N.B
Lower West Pubnico .. Yarmouth, N.S.
Lower Wood Harbour .. Shelburne, N.S.
Lower Woodstock .. Carleton, N.B
Low Point .. Inverness, N.S.
Lowville .. Halton, Ont.
Lucan .. Middlesex, N.R., Ont
Lucerne .. Ottawa, Que.
Lucknow .. Bruce, S.R., Ont.
Ludlow .. Northumberland, N.B.
Lumley .. Huron, S.R., Ont.
Lunenburg .. Stormont, Ont.
Lunenburg .. Lunenburg, N.S.
Lurgan .. Bruce, S.R., Ont
Lutes Mountain .. Westmoreland, N.B
Luther .. Wellington, N.R., Ont.
Luton .. Elgin, E.R., Ont.
Lyn .. Brockville, Ont

Lynden .. Wentworth, N.R., Ont
Lyndhurst .. Leeds, S.R., Ont
Lynedoch .. Norfolk, S.R., Ont.
Lynnfield .. Charlotte, N.B
Lynnville .. Norfolk, N.R., Ont.
Lyons .. Elgin, E.R., Ont.
Lyster .. Megantic, Que
Lyster Station .. Megantic, Que.
Lyttleton .. Northumberland, N.B
Lytton .. Yale, B.C.
McAdam Junction .. York, N.B
McAdam's Lake .. Cape Breton, N.S.
McAlpine .. Queen's, N.B
McAulay's .. Victoria, N.S.
McDonald's Corner .. Queen's, N.B.
McDonald's Corners .. Lanark, N.R., Ont.
McDonald's Point .. Queen's, N.B
McDougall Settlement .. Westmoreland, N.B
McGillivray .. Middlesex, N.R., Ont
McIntyre .. Grey, E.R., Ont
McKay's Corner .. [illegible], Ont
McKellar .. Muskoka, Ont
McKenzie's Corner .. Carleton, N.B
McLaughlin Road .. Kent, N.B
McLellan's Mountain .. Pictou, N.S.
McLeod's Brook .. Pictou, N.S.
McLeod's Mills .. King's, N.S.
McPherson's Ferry .. Richmond, N.S.
Mabelly .. Lanark, S.R., Ont
Mabou .. Inverness, N.S.
Mabou Coal Mines .. Inverness, N.S.
Mabou Harbour .. Inverness, N.S.
Macboth .. Prescott, Ont
Maccan .. Cumberland, N.S.
Maccan Mountain .. Cumberland, N.S.
Mace's Bay .. Charlotte, N.B
Macnider .. Rimouski, Que
Mactaquack .. York, N.B.
Macton .. Wellington, C.R., Ont
Macville .. [illegible], Ont
Madawaska .. [illegible], Que
Madisco .. Gloucester, N.B
Madoc .. Hastings, N.R., Ont
Magaguadavic .. York, N.B
Magdalen Islands .. Gaspé, Que
Magenta .. Rouville, Que
Magnetawan .. Muskoka, Ont
Magog .. Stanstead, Que
Magee's Point .. [illegible], Que
Magpie .. [illegible], Que
Magnolia .. [illegible], N.B
Mahone Bay .. Lunenburg, N.S.
Maidstone .. Essex, Ont
Maimadun .. [illegible], Ont
Maitland .. [illegible], Ont
Maitland .. [illegible], N.S.
Maitland .. [illegible], N.S.
Maitland .. [illegible], N.S.
Malagash .. Cumberland, N.S.
Malagawatch .. Inverness, N.S.
Malakoff .. [illegible], Ont
Malcolm .. Bruce, S.R., Ont
Malignant Cove .. Antigonishe, N.S.
Malcolmstown .. [illegible], Ont
Malmaison .. [illegible], Que
Malone .. [illegible], Ont
Malton .. Peel, Ont
Malvern .. York, E.R., Ont
Manchester .. Ontario, N.R., Ont
Manchester .. Guysborough, N.S.
Manganan .. [illegible], Ont
Manilla .. Victoria, S.R., Ont
Manitowaning .. Algoma, Ont
Manners Sutton .. York, N.B.
Mannheim .. Waterloo, S.R., Ont
Manotick .. Carleton, Ont
Mansfield .. Simcoe, S.R., Ont
Marsonville, [illegible] Pitton .. Brome, Que
Maple .. York, W.R., Ont
Maple Bay .. [illegible], B.C.
Maple Green .. Restigouche, N.B
Maple Grove .. Beauharnois, Que
Maple Hill .. Bruce, S.R., Ont
Maple Leaf .. [illegible], Que
Mapleton .. Provencher, M
Mapleton .. Albert, N.B
Maple Valley .. Simcoe, N.R., Ont
Maplewood .. [illegible], Ont
Maquapit Lake .. Queen's, N.B
Mar .. Bruce, N.R., Ont
Marathon .. [illegible], Ont
Marble Mountain .. Inverness, N.S.
Marble Rock .. Leeds, S.R., Ont
Marbleton .. Wolfe, Que
March .. Carleton, Ont
Marchmont .. Simcoe, N.R., Ont
Marden .. Wellington, S.R., Ont
Margaree .. Inverness, N.S.
Margaree Forks .. Inverness, N.S.
Margaretsville .. Annapolis, N.S.
Margate .. Prince, P.E.I.
Maria .. Bonaventure, Que
Marie Bridge .. King's, P.E.I.
Marie Joseph .. Guysborough, N.S.
Marion Bridge .. Cape Breton, N.S.
Maritana .. Huntingdon, Que
Markdale .. Grey, S.R., Ont
Markham .. York, E.R., Ont
Markhamville .. King's, N.B
Marlbank .. Hastings, E.R., Ont
Marlow .. Beauce, Que
Marmion .. Grey, N.R., Ont
Marmora .. Hastings, N.R., Ont
Marnoch .. Huron, N.R., Ont
Marriott's Cove .. Lunenburg, N.S.
Marshall's Cove .. Annapolis, N.S.
Marshall's Town .. Digby, N.S.
Marsh Hill .. Ontario, N.R., Ont
Marshville .. Monck, Ont
Marshy Hope .. Antigonishe, N.S.
Marston .. Norfolk, S.R., Ont
Marsville .. Wellington, C.R., Ont
Martin's River .. Lunenburg, N.S.
Martintown .. Glengarry, Ont
Martinville .. Compton, Que
Marydale .. Antigonishe, N.S.
Marysville .. Hastings, E.R., Ont
Marysville .. York, N.B
Maryvale .. Antigonishe, N.S.
Mascouche Rapids .. L'Assomption, Que
Mascouche .. L'Assomption, Que.
Masham Mills .. Ottawa, Que
Maskinongé .. Maskinongé, Que
Masonville .. Middlesex, E.R., Ont.

Massawippi ... Stanstead, Que
Massie ... Grey, N.R., Ont
Mast Town ... Colchester, N.S
Matane ... Rimouski, Que
Matapedia ... Bonaventure, Que
Matawatchan ... Renfrew, S.R., Ont
Matlock ... Lambton, Ont
Mattawa ... District of Nipissing, Ont
Maugerville ... Sunbury, N.B
Mawcook ... Shefford, Que
Maxwell ... Grey, E.R., Ont
Mayfair ... Middlesex, W.R., Ont
Mayfield ... Peel, Ont
Maynard ... Grenville, S.R., Ont
Maynooth ... Hastings, N.R., Ont
Mayo ... Ottawa, Que
Meadowvale ... Peel, Ont
Meaford ... Grey, E.R., Ont
Meagher's Grant ... Halifax, N.S
Mechanics Settlement ... King's, N.B
Medford ... King's, N.S
Medina ... Oxford, N.R., Ont.
Medonte ... Simcoe, N.R., Ont
Melancthon ... Grey, E.R., Ont
Melbourne ... Richmond, Que
Melbourne Ridge ... Richmond, Que
Melissa ... Muskoka, Ont
Melocheville ... Beauharnois, Que
Melrose ... Hastings, E.R., Ont
Melrose ... Guysborough, N.S
Melvern Square ... Annapolis, N.S
Melville ... Prince Edward, Ont
Memramcook ... Westmorland, N.B
Menie ... Northumberland, E.R., Ont
Merigonish ... Pictou, N.S
Merivale ... Carleton, Ont
Merlin ... Kent, Ont
Merrickville ... Grenville, N.R., Ont
Merritton ... Lincoln, Ont
Mermaid Farm ... Queen's, P.E.I
Metabechouan ... Chicoutimi, Que
Meteghan ... Digby, N.S
Meteghan River ... Digby, N.S
Methot's Mills ... Lotbinière, Que
Metis ... Rimouski, Que
Metz ... Wellington, C.R., Ont
Meyersburg ... Northumberland, E.R., Ont
Michael's Bay ... Algoma, Ont
Michipicoten River ... Algoma, Ont
Middleboro ... Cumberland, N.S
Middle Church ... Lisgar, M
Middle Clyde River ... Shelburne, N.S
Middle Coverdale ... Albert, N.B
Middlefield ... Queen's, N.S
Middle La Have Ferry ... Lunenburg, N.S
Middle Musquodoboit ... Halifax, N.S
Middle Ohio ... Shelburne, N.S
Middle Pereaux ... King's, N.S
Middle River ... Pictou, N.S
Middle River ... Victoria, N.S
Middle St. Francis ... Victoria, N.B
Middle Section of N. E. Margaree ... Inverness, N.S
Middle Settlement River Inhabitants ... Inverness, N.S
Middle Settlement of South River ... Antigonishe, N.S
Middle Simmonds ... Carleton, N.B
Middle Southampton ... York, N.B
Middle Stewiacke ... Colchester, N.S
Middleton ... Annapolis, N.S
Middleton ... Prince, P.E.I
Middleville ... Lanark, N.R., Ont
Midgic ... Westmorland, N.B
Midhurst ... Simcoe, N.R., Ont
Midland ... Simcoe, N.R., Ont
Midland ... King's, N.B
Milby ... Sherbrooke, Que
Mildmay ... Bruce, S.R., Ont
Mile End ... Hochelaga, Que
Milford ... Prince Edward, Ont
Milford ... Annapolis, N.S
Milford Haven Bridge ... Guysborough, N.S
Millbank ... Perth, N.R., Ont
Mill Bridge ... Hastings, N.R., Ont
Mill Brook ... Durham, E.R., Ont
Mill Brook ... Pictou, N.S
Mill Brook ... Queen's, N.B
Mill Cove ... Lunenburg, N.S
Mill Cove ... Queen's, N.B
Mill Creek ... Kent, N.B
Milledgeville ... St. John, N.B
Mille Isles ... Argenteuil, Que
Mille Roches ... Cornwall, Ont
Miller's Creek ... Hants, N.S
Mille Vaches ... Saguenay, Que
Millfield ... Megantic, Que
Mill Grove ... Wentworth, N.R., Ont
Mill Haven ... Lennox, Ont
Milliken ... York, E.R., Ont
Mill Point ... Hastings, E.R., Ont
Millstream ... King's, N.B
Millsville ... Pictou, N.S
Milltown ... Charlotte, N.B
Mill Village ... Queen's, N.S
Millville ... King's, N.S
Millville ... York, N.B
Milnesville ... York, E.R., Ont
Milton ... Queen's, N.S
Milton, East ... Shefford, Que
Milton, West ... Halton, Ont
Milverton ... Perth, N.R., Ont
Mimico ... York, W.R., Ont
Miminegash ... Prince, P.E.I
Mimosa ... Wellington, S.R., Ont
Minden ... Peterboro', E.R., Ont
Minesing ... Simcoe, N.R., Ont
Mingan ... Saguenay, Que
Minudie ... Cumberland, N.S
Mira Gut ... Cape Breton, N.S
Miranda ... Missisquoi, Que
Miscouche ... Prince, P.E.I
Mispec ... St. John, N.B
Mitchell ... Perth, S.R., Ont
Mitchell's Bay ... Kent, Ont
Moe's River ... Compton, Que
Moffat ... Halton, Ont
Mohawk ... Brant, S.R., Ont
Mohr's Corners ... Carleton, Ont
Moira ... Hastings, N.R., Ont
Moisie ... Saguenay, Que
Molesworth ... Perth, N.R., Ont
Monaghan ... Queen's, P.E.I.
Monck ... Wellington, N.R., Ont
Monckland ... Stormont, Ont
Moncton ... Westmorland, N.B
Moncton Road ... Westmorland, N.B
Moneymore ... Hastings, E.R., Ont
Mongenais ... Vaudreuil, Que.
Mongolia ... York, E.R., Ont.
Monkton ... Perth, N.R., Ont

Mono Centre ... Cardwell, Ont
Mono Mills ... Cardwell, Ont
Mono Road Station ... Peel, Ont
Montague ... Lanark, S.R., Ont
Montague Bridge ... King's, P.E.I
Montague Cross ... Queen's, P.E.I
Montague Gold Mines ... Halifax, N.S
Montcalm ... Montcalm, Que
Monteagle Valley ... Hastings, N.R., Ont
Monte Bello ... Ottawa, Que
Mont Ete ... St. Maurice, Que
Mont Louis ... Gaspe, Que
Montmagny ... Montmagny, Que
Montmorency Falls ... Quebec, Que
Montmorin ... Terrebonne, Que
Montreal ... Montreal, Que
Montrose ... Welland, Ont
Montrose ... Prince, P.E.I
Mont St. Hilaire ... Rouville, Que
Monument Settlement ... Carleton, N.B
Moodyville ... New Westminster, B.C
Moore ... Lambton, Ont
Moorefield ... Wellington, N.R., Ont
Moore's Mills ... Charlotte, N.B
Moore's Station ... Missisquoi, Que
Moose Brook ... Hants, N.S
Moose Creek ... Stormont, Ont
Moray ... Middlesex, N.R., Ont
Morden ... King's, N.S
Morell ... King's, P.E.I
Morell Rear ... King's, P.E.I
Morewood ... Dundas, Ont
Morganston ... Northumberland, E.R., Ont
Morley ... Grey, E.R., Ont
Morningdale Mills ... Perth, N.R., Ont
Morpeth ... Bothwell, Ont
Morrisbank ... Huron, N.R., Ont
Morrisburg ... Dundas, Ont
Morriston ... Wellington, S.R., Ont
Morristown ... Antigonishe, N.S
Morristown ... King's, N.S
Morton ... Leeds, S.R., Ont
Morton's Corner ... Lunenburg, N.S
Mortonville ... Hants, N.S
Morven ... Lennox, Ont
Moscow ... Addington, Ont
Moser's River ... Halifax, N.S
Mosherville ... Hants, N.S
Mossley ... Middlesex, E.R., Ont
Mossman's Grant ... Lunenburg, N.S
Motherwell ... Perth, S.R., Ont
Moulies River ... Kent, N.B
Mountain Grove ... Addington, Ont
Mountain View ... Prince Edward, Ont
Mount Albert ... York, N.R., Ont
Mount Albion ... Wentworth, S.R., Ont
Mount Brydges ... Middlesex, W.R., Ont
Mount Carmel ... Kamouraska, Que
Mount Charles ... Peel, Ont
Mount Denison ... Hants, N.S
Mount Elgin ... Oxford, S.R., Ont
Mount Forest ... Wellington, N.R., Ont
Mount Hanly ... Annapolis, N.S
Mount Healy ... Haldimand, Ont.
Mount Horeb ... Victoria, S.R., Ont
Mount Hurst ... Cardwell, Ont
Mount Johnson ... Iberville, Que
Mountjoy ... Soulanges, Que
Mount Loyal ... Montcalm, Que
Mount Oscar ... Vaudreuil, Que
Mount Pleasant ... Durham, E.R., Ont
Mount Pleasant ... Prince, P.E.I
Mount Pleasant ... Cumberland, N.S
Mount Pleasant ... King's, N.B
Mount St. Louis ... Simcoe, N.R., Ont
Mount St. Patrick ... Renfrew, S.R., Ont
Mount Salem ... Elgin, E.R., Ont
Mountsberg ... Wentworth, N.R., Ont
Mount Stewart ... Queen's, P.E.I
Mount Thom ... Pictou, N.S
Mount Uniacke ... Hants, N.S
Mount Vernon ... Brant, S.R., Ont
Mount Whatley ... Westmorland, N.B
Mount Wolfe ... Cardwell, Ont
Mouth of Jemseg ... Queen's, N.B
Mouth of Keswick ... York, N.B
Mouth of Nerepis ... King's, N.B
Muddy Creek ... Prince, P.E.I
Muir ... Middlesex, E.R., Ont
Mulgrave ... Welland, Ont
Mull River ... Inverness, N.S
Mulmur ... Simcoe, S.R., Ont
Muncey ... Middlesex, W.R., Ont.
Munroe's Mills ... Glengarry, Ont
Munro's ... Victoria, N.S
Munster ... Carleton, Ont
Murray ... Northumberland, E.R., Ont
Murray Bay ... Charlevoix, Que.
Murray Harbour, N ... King's, P.E.I
Murray Harbour, Rd ... Queen's, P.E.I
Murray Harbour, S ... King's, P.E.I
Murray River ... King's, P.E.I
Murray's Corner ... Westmorland, N.B
Murvale ... Addington, Ont
Muskoka Falls ... Muskoka, Ont
Musquash ... St. John, N.B
Musquodoboit Harbour ... Halifax, N.S.
Musselburg ... Perth, N.R., Ont
Myrehall ... Hastings, E.R., Ont
Myrtle ... Ontario, S.R., Ont
Mystic ... Missisquoi, Que

Nackawick ... York, N.B
Nanaimo ... Vancouver, B.C
Nairn ... Middlesex, N.R., Ont
Nanticoke ... Haldimand, Ont
Napanee ... Lennox, Ont.
Napanee Mills ... Addington, Ont
Napier ... Middlesex, W.R., Ont
Napierville ... Napierville, Que
Nappan ... Cumberland, N.S
Napperton ... Middlesex, N.R., Ont
Narrows ... Queen's, N.B
Nashwaak Station ... York, N.B
Nashwaak ... York, N.B
Nashwaaksis ... York, N.B
Nashwaak Village ... York, N.B.
Nassagiweya ... Halton, Ont

Natashquan ... Saguenay, Que
Navan ... Russell, Ont
Necum Teuch ... Halifax, N.S
Neigette ... Rimouski, Que.
Nelson ... Halton, Ont
Nenagh ... Grey, S.R., Ont
Nerepis Station ... King's, N.B
Netherby ... Welland, Ont
Neustadt ... Grey, S.R., Ont.
Nevis ... Simcoe, N.R., Ont
New Aberdeen ... Waterloo, S.R., Ont
New Albany ... Annapolis, N.S
New Annan ... Colchester, N.S
Newark ... Oxford, S.R., Ont
New Bandon ... Gloucester, N.B.
Newbliss ... Leeds, N.R., Ont
Newbois ... Lotbinière, Que
Newborough ... Leeds, S.R., Ont.
Newboyne ... Leeds, S.R., Ont
Newbridge ... Huron, N.R., Ont
New Bridge ... Inverness, N.S
Newburgh ... Addington, Ont
Newburgh ... Carleton, N.B
Newbury ... Middlesex, W.R., Ont
New Caledonia ... Halifax, N.S
New Campbelton ... Victoria, N.S
New Canaan ... Queen's, N.B
New Canada ... Lunenburg, N.S
New Carlisle ... Bonaventure, Que
Newcastle ... Durham, W.R., Ont.
Newcastle ... Northumberland, N.B
Newcastle Bridge ... Queen's, N.B.
Newcastle Creek ... Queen's, N.B
Newcombe ... Muskoka, Ont
Newcomb Corner ... Halifax, N.S
Newcombe Mills ... Northumberland, E.R., Ont
New Cornwall ... Lunenburg, N.S
New Dublin ... Brockville, Ont
New Dundee ... Waterloo, S.R., Ont
New Durham ... Brant, S.R., Ont
New Edinburgh ... Russell, Ont
New Gairloch ... Pictou, N.S
New Germany ... Lunenburg, N.S
New Glasgow ... Queen's, P.E.I.
New Glasgow ... Terrebonne, Que
New Glasgow ... Pictou, N.S
New Hamburg ... Waterloo, S.R., Ont
New Harbour ... Guysborough, N.S
New Haven ... Queen's, P.E.I.
New Horton ... Albert, N.B
Newington ... Stormont, Ont
New Ireland ... Megantic, Que
New Ireland ... Albert, N.B
New Ireland Road ... Albert, N.B
New Jerusalem ... Queen's, N.B.
New Larig ... Pictou, N.S
New Liverpool ... Levis, Que.
New London ... Queen's, P.E.I
New Lowell ... Simcoe, N.R., Ont
New Market ... York, N.R., Ont
New Maryland ... York, N.B
New Mills ... Restigouche, N.B
New Minas ... King's, N.S
New Perth ... King's, P.E.I
Newport ... [illegible], S.R., Ont
Newport ... Gaspe, Que
Newport ... Hants, N.S
Newport Corner ... Hants, N.S
Newport Landing ... Hants, N.S
Newport Point ... Gaspe, Que
Newport Station ... Hants, N.S
New Richmond ... Bonaventure, Que
New River ... Charlotte, N.B
New Ross ... Dundas, Ont
New Ross ... Lunenburg, N.S
New Ross Road ... King's, N.S
Newry ... Perth, N.R., Ont.
New Sarum ... Elgin, E.R., Ont.
Newton ... Prince, P.E.I
Newton Brook ... York, W.R., Ont.
Newton Mills ... Colchester, N.S.
Newton Robinson ... Simcoe, S.R., Ont
Newtown ... King's, N.B
New Town ... Guysboro', N.S
New Tusket ... Digby, N.S
New Westminster ... New Westminster, B.C
New Wiltshire ... Queen's, P.E.I
Niagara ... Niagara, Ont
Nichol's Corner ... Annapolis, N.S
Nicola Lake ... Yale, B.C
Nicolet ... Nicolet, Que
Nicolstown ... Simcoe, S.R., Ont
Nictaux Falls ... Annapolis, N.S
Niel's Harbour ... Victoria, N.S
Niely Road ... King's, N.S
Nile ... Huron, C.R., Ont
Nilestown ... Middlesex, E.R., Ont
Nine Mile Creek ... Queen's, P.E.I
Nine Mile River ... Hants, N.S
Nipissingan ... District of Nipissing, Ont.
Nissouri ... Oxford, N.R., Ont
Nithburg ... Perth, N.R., Ont
Nobleton ... York, N.R., Ont
Noel ... Hants, N.S
Noel Shore ... Hants, N.S
Norham ... Northumberland, E.R., Ont
Norland ... Victoria, N.R., Ont
Normandale ... Norfolk, S.R., Ont
Northampton ... Carleton, N.B
North Augusta ... Grenville, S.R., Ont
North Bedeque ... Prince, P.E.I.
North Bristol ... Pontiac, Que.
North Brookfield ... Queen's, N.S
North Bruce ... Bruce, N.R., Ont
North Douro ... Peterborough, E.R., Ont
North East Branch Margaree ... Inverness, N.S
North East Harbour ... Shelburne, N.S
North Esk Boom ... Northumberland, N.B
Northfield ... Cornwall, Ont
Northfield ... Sunbury, N.B
Northfield ... Lunenburg, N.S
North Georgetown ... Chateauguay, Que
North Glanford ... Wentworth, S.R., Ont
North Gower ... Carleton, Ont
North Ham ... Wolfe, Que
North Hatley ... Stanstead, Que
North Joggins ... Westmorland, N.B
North Keppel ... Grey, N.R., Ont
North Lake ... Westmorland, N.B
North Lake ... King's, P.E.I
North Lake ... York, N.B
North Lancaster ... Glengarry, Ont
North Mountain ... Dundas, Ont
North Mountain ... King's, N.S
North Nation Mills ... Ottawa, Que
North Onslow ... Pontiac, Que

North Pelham ... Monck, Ont.
North Pinnacle ... Missisquoi, Que
North Port ... Prince Edward, Ont
North Range Corner ... Digby, N.S
North Ridge ... Essex, Ont
North River ... Queen's, P.E.I
North River ... Westmorland, N.B
North River ... Colchester, N.S
North River Bridge ... Colchester, N.S
North River Bridge ... Victoria, N.S
North River Platform ... Westmorland, N.B
North Rustico ... Queen's, P.E.I
North Salem ... Hants, N.S
North Section of Earltown ... Colchester, N.S
North Seneca ... Haldimand, Ont
North Shore ... Cumberland, N.S
North Shore ... Victoria, N.S
North Side of Basin, River Dennis ... Inverness, N.S
North Stanbridge ... Missisquoi, Que
North Stoke ... Richmond, Que
North Stukely ... Shefford, Que.
North Sutton ... Brome, Que
North Sydney ... Cape Breton, N.S
North Tryon ... Prince, P.E.I
North Wakefield ... Ottawa, Que
North-West Arm ... Cape Breton, N.S
North-West Bridge ... Northumberland, N.B
North West Cove ... Lunenburg, N.S
North Williamsburg ... Dundas, Ont
North Winchester ... Dundas, Ont
Norton ... King's, N.B
Norton Creek ... Chateauguay, Que.
Norton Dale ... York, N.B
Norton Station ... King's, N.B
Norval ... Halton, Ont
Norway ... York, E.R., Ont
Norwich ... Oxford, S.R., Ont
Norwood ... Peterborough, E.R., Ont
Nothfield ... Glengarry, Ont
Notre Dame du Portage ... Temiscouata, Que
Nottawa ... Simcoe, N.R., Ont
Nouvelle (sub) ... Bonaventure, Que
Noyan ... Missisquoi, Que
Nutt's Corners ... Missisquoi, Que

Oak Bay ... Charlotte, N.B
Oakfield ... Halifax, N.S
Oakland ... Queen's, N.B.
Oakhill ... Victoria, N.R., Ont.
Oak Hill ... Charlotte, N.B
Oakland ... Brant, S.R., Ont.
Oak Park ... Shelburne, N.S
Oak Point ... King's, N.B
Oak Point ... Northumberland, N.B
Oak Point ... Marquette, M
Oak Ridges ... York, N.R., Ont
Oakville ... Halton, Ont
Oakwood ... Victoria, S.R., Ont
Oban ... Lambton, Ont
Odessa ... Lennox, Ont
Offa ... Huron, S.R., Ont
Ogilvie ... King's, N.S
Ohio ... Antigonishe, N.S
Ohsweken ... Brant, S.R., Ont
Oil City ... Lambton, Ont
Oil Springs ... Lambton, Ont
Oka ... Two Mountains, Que.
Okanagon ... Yale, B.C
Okanagon Mission ... Yale, B.C
Old Barns ... Colchester, N.S
Oldham ... Halifax, N.S
Old Montrose ... Kent, Ont
O'Leary's Road ... Prince, P.E.I
Olinda ... Essex, Ont
Olinville ... Queen's, N.B
Omagh ... Halton, Ont
Omemee ... Victoria, S.R., Ont
Omineca ... Cariboo, B.C
Ompah ... Addington, Ont
150 Mile House ... Cariboo, B.C
Oneida ... Haldimand, Ont
[illegible]ey ... Northumberland, E.R., Ont
Onondaga ... Brant, N.R., Ont
Onslow ... Pontiac, Que.
Onslow ... Colchester, N.S.
Orangeville ... Wellington, C.R., Ont
Orchard ... Grey, S.R., Ont.
Orillia ... Simcoe, N.R., Ont
Orleans ... Russell, Ont.
Ormond ... Dundas, Ont
Ormstown ... Chateauguay, Que
Oromocto ... Sunbury, N.B.
Orono ... Durham, W.R., Ont
Orwell ... Elgin, E.R., Ont
Orwell ... Queen's, P.E.I
Orwell Cove ... Queen's, P.E.I
Osaca ... Durham, E.R., Ont
Osceola ... Renfrew, N.R., Ont.
Osgoode ... Russell, Ont
Oshawa ... Ontario, S.R., Ont
Ospringe ... Wellington, S.R., Ont
Ossekeag ... King's, N.B
Ossian ... Lambton, Ont.
Otnabog ... Queen's, N.B.
Ottawa ... Ottawa, Ont
Otter Lake ... Pontiac, Que.
Otterville ... Oxford, S.R., Ont.
Oungah ... Kent, Ont.
Oustic ... Wellington, S.R., Ont
Outram ... Bruce, S.R., Ont
Overton ... Addington, Ont
Owen Sound ... Grey, N.R., Ont.
Oxenden ... Grey, N.R., Ont
Oxford ... Cumberland, N.S
Oxford Centre ... Oxford, S.R., Ont
Oxford Mills ... Grenville, N.R., Ont
Oxford Station ... Grenville, N.R., Ont
Oxley ... Essex, Ont
Oyster Ponds ... Guysborough, N.S
Oznabruck Centre ... Stormont, Ont

Painsec ... Westmorland, N.B
Painswick ... Simcoe, S.R., Ont
Paisley ... Bruce, N.R., Ont
Pakenham ... Lanark, N.R., Ont
Palermo ... Halton, Ont
Palestine ... Marquette, M
Palgrave ... Cardwell, Ont
Palmer Rapids ... Renfrew, S.R., Ont
Palmer's Road ... King's, N.S
Palmerston ... Perth, N.R., Ont
Palmerston ... Kent, N.B.
Panmure ... Carleton, Ont
Papineauville ... Ottawa, Que
Paquette ... Compton, Que

Paradise Lane ... Annapolis, N.S.
Parham ... Addington, Ont
Park Corner ... Queen's, P.E.I
Paris ... Brant, N.R., Ont
Paris Station ... Brant, N.R., Ont.
Parker ... Wellington, C.R., Ont.
Parker's Cove ... Annapolis, N.S.
Park Head ... Bruce, N.R., Ont
Park Hill ... Middlesex, N.R., Ont
Parkhurst ... Lotbinière, Que
Park's Creek ... Lisgar, M
Parma ... Lennox, Ont
Parrsborough ... Cumberland, N.S
Parrsborough Shore ... Cumberland, N.S.
Parry Sound ... Muskoka, Ont
Partridge Island ... Cumberland, N.S
Paspébiac ... Bonaventure, Que
Patillo ... Essex, Ont
Patterson ... York, W.R., Ont
Patterson Settlement ... Sunbury, N.B
Paudash ... Peterborough, E.R., Ont
Peabody ... Grey, N.R., Ont
Pearceton ... Missisquoi, Que
Pearson's ... King's, N.B.
Peel ... Carleton, N.B
Peepabun ... Wellington, N.R., Ont.
Pefferlaw ... York, N.R., Ont
Peggy's Cove ... Halifax, N.S
Pelissier ... Ottawa, Que
Pelham Union ... Monck, Ont
Pemberton Ridge ... York, N.B.
Pembroke ... Renfrew, N.R., Ont
Pendleton ... Prescott, Ont
Penetanguishene ... Simcoe, N.R., Ont
Peninsula-Gaspé ... Gaspé, Que
Pennfield ... Charlotte, N.B
Pennfield Ridge ... Charlotte, N.B
Penobsquis ... King's, N.B
Pentland ... Wellington, C.R., Que
Penville ... Simcoe, S.R., Ont
Perce ... Gaspe, Que
Perch Station ... Lambton, Ont
Perkins ... Ottawa, Que
Perm ... Simcoe, S.R., Ont
Perretton ... Renfrew, N.R., Ont
Perryboro' ... Compton, Que
Perry Settlement ... King's, N.B
Perrytown ... Durham, E.R., Ont
Perth ... Lanark, S.R., Ont
Perth ... Victoria, N.B
Perth Road ... Frontenac, Ont
Petawawa ... Renfrew, N.R., Ont
Peterborough ... Peterborough, W.R., Ont
Petersburg ... Waterloo, S.R., Ont.
Peterson ... Peterborough, E.R., Ont
Peter's Road ... King's, P.E.I
Petersville ... Queen's, N.B
Petersville (sub) ... City of London, Ont
Petersville Church ... Queen's, N.B
Petherton ... Wellington, N.R., Ont
Petitcodiac ... Westmorland, N.B
Petite de Grat ... Richmond, N.S
Petite Passage ... Digby, N.S
Petite Riviere Bridge ... Lunenburg, N.S
Petit Metis ... Rimouski, Que
Petrolea ... Lambton, Ont
Petworth ... Addington, Ont
Peveril ... Vaudreuil, Que
Phelpston ... Simcoe, N.R., Ont.
Philipsburg, East ... Missisquoi, Que
Philipsburg, West ... Waterloo, S.R., Ont
Philipston ... Hastings, E.R., Ont
Philipsville ... Leeds, S.R., Ont
Pickering ... Ontario, S.R., Ont.
Picton ... Prince Edward, Ont
Pictou ... Pictou, N.S
Piedmont Valley ... Pictou, N.S
Pierreville ... Yamaska, Que
Pierreville Mills ... Yamaska, Que
Pig Brook ... Prince, P.E.I
Pigeon Hill ... Missisquoi, Que.
Pigeon Lake ... Marquette, M
Pike River ... Missisquoi, Que
Pinedale ... Ontario, N.R., Ont
Pine Grove ... York, W.R., Ont
Pine Orchard ... York, N.R., Ont
Pine Ridge ... Kent, N.B
Pine River ... Bruce, S.R., Ont
Pinkerton ... Bruce, S.R., Ont
Piopolis ... Compton, Que.
Pirate Harbour ... Guysboro', N.S
Pisarinco ... St. John, N.B
Pisquid ... Queen's, P.E.I
Pisquid Road ... Queen's, P.E.I
Pitts Ferry ... Frontenac, Ont
Pittston ... Grenville, S.R., Ont
Plainfield ... Hastings, E.R., Ont
Plainfield ... Pictou, N.S
Plantagenet ... Prescott, Ont.
Plattsville ... Oxford, N.R., Ont.
Playfair ... Lanark, S.R., Ont
Pleasant Bay ... Inverness, N.S
Pleasant Hill ... Norfolk, S.R., Ont
Pleasant Point ... Halifax, N.S.
Pleasant Ridge ... Charlotte, N.B.
Pleasant River ... Queen's, N.S.
Pleasant Vale ... Albert, N.B
Pleasant Valley ... Digby, N.S
Plum Hollow ... Leeds, S.R., Ont
Plymouth ... Yarmouth, N.S
Pockmouche ... Gloucester, N.B
Pockshaw ... Gloucester, N.B.
Point Alexander ... Renfrew, N.R., Ont
Point Bruley ... Colchester, N.S
Point Clear ... Victoria, N.S.
Pointe a Gronette ... Provencher, M
Pointe à Pic ... Charlevoix, Que
Pointe au Bouleau ... Saguenay, Que
Pointe aux Pins ... Algoma, Ont.
Point aux Trembles ... Hochelaga, Que
Pointe aux Trembles ... Portneuf, Que
Pointe Claire ... Jacques Cartier, Que
Pointe du Chene ... Westmorland, N.B.
Pointe du Lac ... St. Maurice, Que
Point Edward ... Lambton, Ont
Point Fortune ... Vaudreuil, Que
Point Kaye ... Muskoka, Ont
Point la Nim ... Restigouche, N.B
Point of Cape ... Antigonishe, N.S
Point Petre ... Prince Edward, Ont
Point Platon ... Lotbinière, Que
Point Prim ... Queen's, P.E.I
Point St. Charles ... Jacques Cartier, Que.
Point St. Peter ... Gaspe, Que.
Point Sapin ... Kent, N.B.
Point Traverse ... Prince Edward, Ont
Pointe Wolfe ... Albert, N.B.
Poland ... Lanark, N.R., Ont.

Pollett River ... Westmorland, N.B
Pomeroy Ridge ... Charlotte, N.B
Pomona ... Grey, S.R., Ont
Pomquet Chapel ... Antigonishe, N.S
Pomquet Forks ... Antigonishe, N.S
Pons ... Pictou, N.S
Ponsonby ... Wellington, C.R., Ont.
Pont Chateau ... Soulanges, Que
Pont de Maskinongé ... Maskinongé, Que
Pont Rouge ... Portneuf, Que
Poodiac ... King's, N.B
Poole ... Perth, N.R., Ont.
Poplar Grove ... Gloucester, N.B
Poplar Hill ... Pictou, N.S
Poplar Point ... Marquette, M
Poquiock ... York, N.B
Port Hill ... Prince, P.E.I
Port Acadie ... Digby, N.S.
Portage du Fort ... Pontiac, Que
Portage la Prairie ... Marquette, M
Portage River ... Northumberland, N.B
Port Albert ... Huron, N.R., Ont
Portapique ... Colchester, N.S
Portapique Mountain ... Colchester, N.S
Port au Persil ... Charlevoix, Que
Port Bruce ... Elgin, E.R., Ont
Port Burwell ... Elgin, E.R., Ont
Port Caledonia ... Cape Breton, N.S
Port Carling ... Muskoka, Ont
Port Clyde ... Shelburne, N.S
Port Colborne ... Welland, Ont
Port Credit ... Peel, Ont
Port Dalhousie ... Lincoln, Ont
Port Daniel ... Bonaventure, Que
Port Dover ... Norfolk, S.R., Ont
Port Elgin ... Bruce, N.R., Ont
Port Elgin ... Westmorland, N.B
Port Elmsley ... Lanark, S.R., Ont
Porter's Hill ... Huron, S.R., Ont
Porter's Lake ... Halifax, N.S.
Port Felix ... Guysboro', N.S
Port Franks ... Lambton, Ont
Port George ... Annapolis, N.S
Port Granby ... Durham, W.R., Ont
Port Greville ... Cumberland, N.S
Port Hastings ... Inverness, N.S
Port Hawkesbury ... Inverness, N.S
Port Hood ... Inverness, N.S
Port Hood Island ... Inverness, N.S
Port Hoover ... Victoria, S.R., Ont
Port Hope ... Durham, E.R., Ont
Port Jolly ... Shelburne, N.S
Port Lambton ... Bothwell, Ont
Portland ... Leeds, S.R., Ont
Port la Tour ... Shelburne, N.S
Port Lewis ... Huntingdon, Que
Port Maitland ... Monck, Ont
Port Matoon ... Queen's, N.S
Port Medway ... Queen's, N.S.
Port Mulgrave ... Guysborough, N.S
Port Nelson ... Halton, Ont
Portneuf ... Portneuf, Que.
Port Perry ... Ontario, N.R., Ont
Port Philip ... Cumberland, N.S
Port Richmond ... Richmond, N.S
Port Robinson ... Welland, Ont
Port Rowan ... Norfolk, S.R., Ont
Port Royal ... Norfolk, S.R., Ont.
Port Royal ... Richmond, N.S.
Port Ryerse ... Norfolk, S.R., Ont
Port Severn (sub) ... Simcoe, N.R., Ont
Portsmouth ... Frontenac, Ont
Port Stanley ... Elgin, E.R., Ont
Port Sydney ... Muskoka, Ont.
Portuguese Cove ... Halifax, N.S.
Port Union ... Ontario, S.R., Ont
Port Williams ... King's, N.S
Port Williams Station ... King's, N.S
Powell ... Carleton, Ont
Powerscourt ... Huntingdon, Que
Pownall ... Queen's, P.E.I
Prescott ... Grenville, S.R., Ont
Preston ... Waterloo, S.R., Ont
Preston Road ... Halifax, N.S.
Price's Corner ... Simcoe, N.R., Ont
Priceville ... Grey, E.R., Ont
Primrose ... Cardwell, Ont
Prince Albert ... Ontario, N.R., Ont.
Prince of Wales ... St. John, N.B
Princeport ... Colchester, N.S
Princeton ... Oxford, N.R., Ont
Princetown ... [illegible]
Princetown Road ... Queen's, P.E.I.
Prince William ... York, N.B
Prinyer ... Prince Edward, Ont
Prospect ... Lanark, S.R., Ont
Prospect ... Halifax, N.S
Prosser Brook ... Albert, N.B
Pubnico Beach ... Shelburne, N.S.
Pubnico Harbour ... Yarmouth, N.S
Pugwash ... Cumberland, N.S
Pugwash River ... Cumberland, N.S
Purdy ... Hastings, N.R., Ont.
Purpleville ... York, W.R., Ont
Puslinch ... Wellington, S.R., Ont
Putnam ... Middlesex, E.R., Ont

Quaco Road ... St. John, N.B
Quebec ... Quebec, Que.
Queensborough ... Hastings, N.R., Ont
Queenston ... Niagara, Ont.
Queensville ... York, N.R., Ont
Queensville ... Inverness, N.S.
Quesnelle ... Cariboo, B.C
Quesnelle Forks ... Cariboo, B.C

Radstock ... Joliette, Que
Ragged Head ... Guysboro', N.S
Ragged Island ... Shelburne, N.S
Raglan ... Ontario, S.R., Ont
Railton ... Addington, Ont
Rainham ... Haldimand, Ont
Rainham Centre ... Haldimand, Ont
Rama ... Ontario, N.R., Ont
Ramsay's Corners ... Russell, Ont
Randwick ... Simcoe, S.R., Ont
Ranelagh ... Norfolk, N.R., Ont
Rankin ... Renfrew, N.R., Ont
Rapides des Joachims ... Pontiac, Que.
Rathburn ... Ontario, N.R., Ont
Ratho ... Oxford, N.R., Ont
Ratter's Corner ... King's, N.B
Ravenna ... Grey, N.R., Ont
Ravenscliffe ... Muskoka, Ont
Ravenshoe ... York, N.R., Ont.

Ravenswood ... Lambton, Ont.
Rawdon ... Montcalm, Que
Rawdon ... Hants, N.S.
Raymond ... Muskoka, Ont.
Reaboro ... Victoria, S.R., Ont
Read ... Westmorland, N.B.
Read ... Hastings, E.R., Ont
Reading ... Wellington, C.R., Ont
Rear of Black River ... Richmond, N.S
Rear Judeque ... Inverness, N.S
Rear Lands, Sporting Mountain ... Richmond, N.S
Red Bank ... Northumberland, N.B
Red Islands ... Richmond, N.S
Rednersville ... Prince Edward, Ont
Red Rocks ... Algoma, Ont
Red Point ... King's, P.E.I
Reedsdale ... Megantic, Que
Relessey ... Cardwell, Ont
Renforth ... Wentworth, S.R., Ont
Renfrew ... Renfrew, S.R., Ont
Renfrew ... Hants, N.S
Renous Bridge ... Northumberland, N.B
Renous River ... Northumberland, N.B
Renton ... Norfolk, N.R., Ont
Renton Station ... Wentworth, S.R., Ont
Repentigny ... L'Assomption, Que.
Reserve Mines ... Cape Breton, N.S
Rhodes ... King's, N.S
Riceburg ... Missisquoi, Que
Riceville ... Prescott, Ont
Richibucto ... Kent, N.B
Richibucto Village ... Kent, N.B
Richmond Corner ... Carleton, N.B
Richmond, East ... Richmond, Que
Richmond, West ... Carleton, Ont
Richmond Hill ... York, W.R., Ont
Richmond Station ... Richmond, Que
Richmond Terminus ... Halifax, N.S
Richview ... Peel, Ont
Richwood ... Oxford, N.R., Ont
Ridgetown ... Bothwell, Ont
Ridgeville ... Monck, Ont
Ridgeway ... Welland, Ont
Rigaud ... Vaudreuil, Que
Riley Brook ... Victoria, N.B
Rimington ... Hastings, N.R., Ont
Rimouski ... Rimouski, Que
Ringwood ... York, N.R., Ont
River Beaudette ... Soulanges, Que
River Bourgeoise ... Richmond, N.S
River Charlo ... Restigouche, N.B
River David ... Yamaska, Que
River de Chute ... Carleton, N.B
River Dennis ... Inverness, N.S
River Dennis Road ... Inverness, N.S
River Désert ... Ottawa, Que
River Gilbert ... Beauce, Que
River Hebert ... Cumberland, N.S
River John ... Pictou, N.S
River Louison ... Restigouche, N.B
River Philip ... Cumberland, N.S
Riversdale ... Bruce, S.R., Ont.
Riversdale ... Colchester, N.S
River Side ... Albert, N.B
Riverston ... Wellington, N.R., Ont
Riviere aux Vaches ... Yamaska, Que
Riviere Bois Clair ... Lotbinière, Que
Riviere des Prairies ... Hochelaga, Que
Riviere du Loup (en bas) ... Temiscouata, Que
Riviere du Loup (en haut) ... Maskinongé, Que
Rivière la Madeleine ... Gaspé, Que
Rivière Ouelle ... Kamouraska, Que
Riviere Raisin ... Glengarry, Ont
Riviere Trois Pistoles ... Temiscouata, Que
Roach's Point ... York, N.R., Ont
Roberval ... Chicoutimi, Que
Robinson ... Compton, Que
Roblin ... Lennox, Ont
Rob Roy ... Grey, E.R., Ont
Rochelle ... Shefford, Que
Rochesterville ... Carleton, Ont
Rockburn ... Huntingdon, Que
Rockford ... Norfolk, N.R., Ont
Rock Forest ... Sherbrooke, Que
Rockingham ... Renfrew, S.R., Ont
Rock Island ... Stanstead, Que
Rockland ... Russell, Ont
Rockland ... Westmorland, N.B
Rockliffe (sub) ... Renfrew, N.R., Ont
Rocklin ... Pictou, N.S
Rockly ... Cumberland, N.S
Rockport ... Leeds, S.R., Ont
Rockport ... Westmorland, N.B
Rockside ... Cardwell, Ont
Rockton ... Wentworth, N.R., Ont
Rock Village ... Russell, Ont
Rockville ... King's, N.B
Rockville ... Yarmouth, N.S
Rockwell Settlement ... Cumberland, N.S
Rockwood ... Wellington, S.R., Ont
Rockwood ... Lisgar, M
Rogerville ... Huron, S.R., Ont
Rodney ... Elgin, W.R., Ont
Roebuck ... Grenville, S.R., Ont
Roger's Hill ... Pictou, N.S.
Rokeby ... Lanark, S.R., Ont
Rollo Bay ... King's, P.E.I
Rollo Bay Cross ... King's, P.E.I
Rolling Dam ... Charlotte, N.B
Roman's Valley ... Guysboro', N.S
Romney ... Kent, Ont
Ronaldsay ... Grey, E.R., Ont
Rona ... Queen's, P.E.I
Rondeau ... Kent, Ont
Rondeau Harbour ... Kent, Ont
Ronson ... Norfolk, N.R., Ont
Rosa ... Northumberland, E.R., Ont
Rosebank ... Brant, N.R., Ont
Rosedale ... Victoria, N.R., Ont
Rosedene ... Monck, Ont
Rosehall ... Prince Edward, Ont
Rosemont ... Simcoe, S.R., Ont
Roseneath ... Northumberland, W.R., Ont
Rosetta ... Lanark, N.R., Ont
Rose Vale ... Albert, N.B
Rose Valley ... Queen's, P.E.I
Roseville ... Waterloo, S.R., Ont
Roseway ... Shelburne, N.S
Roslin ... Hastings, E.R., Ont
Roslin ... Cumberland, N.S
Ross ... Renfrew, N.R., Ont
Ross' Corner ... King's, N.S

Rosseau .... Muskoka, Ont
Rossway .. Digby, N. S
Rothsay . Wellington, N.R., Ont
Rothsay ... King's, N. B
Rouge Hill Ontario, S.R., Ont
Rougemont Rouville, Que
Round Hill King's, N B
Round Hill Annapolis, N S
Round Lake Peterborough, E.R., Ont
Round Plains Norfolk, N.R., Ont
Rowanton Pontiac, Que
Roxburgh Albert, N. B.
Roxham ... St. John's, Que
Roxton Falls Shefford, Que.
Roxton Pond Shefford, Que
Royal Road York, N B
Rugby Simcoe, N.R., Ont
Ruisseau des Chênes Drummond, Que
Runnymede Bonaventure, Que
Rupert Ottawa, Que.
Rusagonis Sunbury, N B.
Ruscom River Essex, Ont
Rusagonis Station Sunbury, N B
Russell ... Russell, Ont
Russeldale Perth, S.R., Ont
Russeltown Chateauguay, Que
Rustico .... Queen's, P. E. I
Rutherford Bothwell, Ont
Ruthven Essex, Ont
Ryckman's Corners Wentworth, S.R., Ont
Rye[illegible] Essex, Ont
Rylstone Northumberland, E.R., Ont

Ste Agathe Terrebonne, Que
St Agatha Waterloo, S.R., Ont
Ste Agathe Lotbinière, Que
Ste Agnes Charlevoix, Que
St Agnes de Dundee Huntingdon, Que.
St Aimé Richelieu, Que
St Alban Portneuf, Que
St Albert Arthabaska, Que
St Alexandre de Kamouraska Kamouraska, Que
St Alexandre d'Iberville Iberville, Que
St Alexis Montcalm, Que
St Alphonse Joliette, Que
St Anaclet Rimouski, Que.
St André Kamouraska, Que
St André Avelin Ottawa, Que
St Andrews Charlotte, N B
St Andrews Antigonishe, N S
St Andrews Colchester, N S
St Andrews East Argenteuil, Que
St Andrews West Cornwall, Ont
St Andrews District of Lisgar, M
St Andrews King's, P E I.
Ste Angèle de Monnoir Rouville, Que
Ste Angèle de Laval Nicolet, Que
St Anicet Huntingdon, Que
Ste Anne Bout de l'Isle Jacques Cartier, Que
Ste Anne de Beaufort Montmorency, Que
Ste Anne de la Perade Champlain, Que
Ste Anne des Monts Gaspé, Que
Ste Anne des Plaines Terrebonne, Que
Ste Anne la Pocatière Kamouraska, Que
St Anns Victoria, N S
St Ann's Provencher, M
St Anns Queen's, P E I
St Ann's Monck, Ont
St Anselme Dorchester, Que
St Antoine Kent, N B
St Antoine, Lotbinière Lotbinière, Que
St Antoine, River Richelieu Verchères, Que
St Antonin Temiscouata, Que
St Apollinaire Lotbinière, Que
St Armand Centre Missisquoi, Que
St Armand Station Missisquoi, Que
St Arsène Temiscouata, Que
St Athanase Iberville, Que
St Aubert L'Islet, Que
St Augustin Portneuf, Que
St Augustin Two Mountains Two Mountains, Que
St Barnabé River Yamaska St Hyacinthe, Que
St Barnabé, St Maurice, St Maurice, Que
St Barthélemi Berthier, Que
St Bazil Portneuf, Que
St Bazile le Grand Chambly, Que
Ste Beatrix Joliette, Que
St Benoit Two Mountains, Que
St Bernard Dorchester, Que
St Bernard sub St John's, Que
St Bon[illegible] Drummond, Que
St Boniface Selkirk, M
St Brigide Iberville, Que
St Brigitte des Saults Nicolet, Que
St Bruno Chambly, Que
St C[illegible] Bagot, Que
St Canut Two Mountains, Que
St Césaire Rouville, Que
St Catherines East Portneuf, Que
St Catherines West Lincoln, Ont
St Celestin Nicolet, Que
St Césaire Lincoln, Que
St Charles [illegible] M
St Charles [illegible] Missisquoi, Que
St Charles, River Boyer Bellechasse, Que
St Charles, River Richelieu St Hyacinthe, Que
Ste Claire Dorchester, Que
St Clements Waterloo, N R, Ont
St Clet Soulanges, Que
Ste Clothilde Arthabaska, Que
St Columban Two Mountains, Que
St Come Joliette, Que
St Constant Laprairie, Que
St Croix Hants, N S
St Croix York, N B
Ste Croix Lotbinière, Que
St Cuthbert Berthier, Que
St Cyprien Chicoutimi, Que
St Cyrille L'Islet, Que
St Damase St Hyacinthe, Que
St Damien de Brandon Berthier, Que

St. David's .... Niagara, Ont
St. Denis de la Bouteillerie Kamouraska, Que
St. Denis, River Richelieu St Hyacinthe, Que
St Didace Maskinongé, Que
St. Dominique ... Bagot, Que
St Dominique des Cèdres Soulanges, Que
Ste. Dorothée ... Laval, Que
St. Edward Napierville, Que
St Edouard de Frampton (sub) Dorchester, Que
St. Edwidge Compton, Que
St. Elie ... St. Maurice, Que.
St. Eleanors Prince, P E I
Ste. Elizabeth Berthier, Que
St Eloi ... Temiscouata, Que
St. Elzear Beauce, Que
Ste Emélie de l'Energie Joliette, Que
St Ephrem de Tring Beauce, Que
St. Ephrem d'Upton Bagot, Que
St Esprit .. Montcalm, Que
St Esprit ... Richmond, N S
St Etienne de Beauharnois Beauharnois, Que
St. Etienne de Bolton Brome, Que.
St Etienne des Grés St Maurice, Que
St Eugene Prescott, Ont
St Eustache Two Mountains, Que
St Evariste de Forsyth Beauce, Que
St Fabien Rimouski, Que
Ste Famille Montmorency, Que
St Felicité Rimouski, Que
St Felix de Valois Joliette, Que
St Ferdinand Megantic, Que
St Feréol (sub-office) Montmorency, Que
St Fidèle Charlevoix, Que
St Flavie Rimouski, Que
St Flavien Lotbinière, Que
Ste Flore Champlain, Que
St Fortunat Wolfe, Que
Ste Foy Quebec, Que
St François, Beauce Beauce, Que
St. François de Sales. Laval, Que
St François d'Orleans Montmorency, Que
St. François du Lac Yamaska, Que
Ste Françoise Temiscouata, Que
St François, Montmagny Montmagny, Que
St François Xavier Marquette, M
St François Xavier de Viger Temiscouata, Que
St Frederic Beauce, Que
St Gabriel de Brandon Berthier, Que
Ste Geneviève Jacques Cartier, Que
St George Charlotte, N B
St George, Beauce Beauce, Que
St George Brant Brant, N R, Ont
St George de Windsor Richmond, Que
St George's Channel Richmond, N S.
St Germain de Grantham Drummond, Que
Ste. Gertrude Nicolet, Que
St Gervais Bellechasse, Que.
St Gilles Lotbinière, Que
St Gregoire Nicolet, Que
St Guillaume d'Upton Drummond, Que
Ste Hélène Kamouraska, Que
Ste Hélène de Bagot Bagot, Que
St Helen's Huron, N.R., Ont
Ste. Hénédine Dorchester, Que
St Henri Lévis, Que.
St Henri Station Lévis, Que
St Hermas Two Mountains, Que
St Hermenegilde Stanstead, Que
St Hilaire Victoria, N B
St Hilaire Station Rouville, Que
St Hilaire Village Rouville, Que
St Hippolyte de Kilkenny Terrebonne, Que
St Honoré Beauce, Que
St Hubert Chambly, Que
St Hugues Bagot, Que
St Hyacinthe St Hyacinthe, Que
St Irenée Charlevoix, Que
St Isidore Dorchester Dorchester, Que
St Isidore Laprairie Laprairie, Que
St Ives Middlesex, E R, Ont
St Jacob's Waterloo, N R, Ont
St James ... Selkirk, M
St Jacques Montcalm, Que
St. Jacques le Mineur Laprairie, Que
St James Park sub Middlesex, E R, Ont
St Janvier Terrebonne, Que
St Jean Baptiste de Montreal Hochelaga, Que
St Jean Baptiste de Rouville Rouville, Que
St Jean Chrysostome, Chateauguay Chateauguay, Que
St Jean Chrysostome Lévis, Que
St Jean des Chaillons Lotbinière, Que
St Jean de Matha Joliette, Que
St Jean d'Orleans Montmorency, Que
St Jean Port Joli L'Islet, Que
St Jérome Terrebonne, Que
St Joachim Montmorency, Que
St Joachim de Shefford Shefford, Que
St John .. St. John, N B
St John's East St. John's, Que
St John's, West, Welland, Ont
St Joseph .. Beauce, Que
St Joseph Westmoreland, N B
St Joseph du Lac Two Mountains, Que
St Jude St Hyacinthe, Que
St Julie Verchères, Que
Ste. Julie de Somerset Megantic, Que
St Julienne Montcalm, Que
St Justin Maskinongé, Que
St. Justine de Newton Vaudreuil, Que
St Lambert Lévis, Que
St Lambert, Montreal Chambly, Que
St Laurent d'Orleans Montmorency, Que
St Laurent, Montreal Jacques Cartier, Que

St. Laurent .... Marquette, M
St. Lazare ... Bellechasse, Que
St. Leon ... Maskinongé, Que
St Leonard ... Nicolet, Que
St Leonard's Victoria, N B.
St Liboire Bagot, Que
St Liguori Montcalm, Que
St. Lin L'Assomption, Que
St Louis de Gonzague Beauharnois, Que
Ste. Louise ... L'Islet, Que
St Luc St John's, Que
Ste Luce Rimouski, Que
St Magloire Bellechasse, Que
St Malachie Dorchester, Que
St Malo Compton, Que
St. Marc .. Verchères, Que
St Marcel Richelieu, Que
St Margaret's Bay Halifax, N S
St Margaret's King's, P E I
Ste. Marguerite Dorchester, Que
Ste Marie de Monnoir Rouville, Que
Ste Marthe Vaudreuil, Que
St Martin ... Laval, Que
St. Martine Chateauguay, Que
St Martin's St. John, N B
St Martin's, Way Office ... St John, N B.
St Mary's Bay Digby, N S
St Mary's Perth, S R, Ont
St Mary's ... Kent, N B
St Mary's Ferry York, N B.
St Mary's Road. King's, P E I
St Mathias Rouville, Que
St Mathieu Rimouski, Que
St Maurice Champlain, Que
St Maurice Forges M[illegible], Que
St Michel .. Bellechasse, Que
St. Michel des Saints Berthier, Que
St Modeste Temiscouata, Que
St Moise Rimouski, Que.
St. Monique Nicolet, Que
St. Monique des deux Montagnes .. Two Mountains, Que
St Narcisse Champlain, Que
St Nicholas Lévis, Que
St Norbert Berthier, Que
St Norbert Provencher, M
St. Octave ... Rimouski, Que
St Ola Hastings, N R, Ont
St Onezime Kamouraska, Que
St Ours Richelieu, Que
St Pacôme Kamouraska, Que
St Paschal Kamouraska, Que
St Patrick Charlotte, N B
St Patrick's Channel Victoria, N S
St Patrick's Hill Arthabaska, Que
St. Paul d'Industrie Joliette, Que
St Paul du Buton Montmagny, Que
St Paulin Maskinongé, Que
St Paul l'Hermite L'Assomption, Que
St Paul's [illegible], N S
St Paul's Kent, N B
St Paul's Bay Charlevoix, Que
St Perpetue Nicolet, Que
St Peter's Richmond, N S
St Peter's Lisgar, M
St Philippe Laprairie, Que
St Philippe d'Argenteuil Argenteuil, Que.
St. Philippe de Nery Kamouraska, Que
Ste Philomène Chateauguay, Que
St Pie .. Bagot, Que
St. Pierre Baptiste Megantic, Que
St Pierre d'Orleans Montmorency, Que
St Pierre les Becquets Nicolet, Que
St Pierre Montmagny Montmagny, Que
St Placide Two Mountains, Que
St Polycarpe Soulanges, Que
St Prime Chicoutimi, Que
St Prosper Champlain, Que
St Raphael, East Bellechasse, Que
St Raphael, West Glengarry, Ont
St Raymond Portneuf, Que
St. Regis Huntingdon, Que
St Remi Napierville, Que
St Robert Richelieu, Que
St Roch de Québec Quebec, Que
St Roch de R[illegible], Que
St Roch de Richelieu Richelieu, Que
St Roch des Aulnaies L'Islet, Que.
St Roch l'Achigan L'Assomption, Que
St Romaine Compton, Que
St Rosalie Bagot, Que
Ste. Rose Laval, Que
St Sauveur Terrebonne, Que
St Sauveur de Quebec Quebec, Que
St Scholastique Two Mountains, Que
St Sebastien Iberville, Que
St Severe St Maurice, Que
St Severin de Beaurivage Lotbinière, Que
St. Simon de Rimouski Rimouski, Que
St Simon de Yamaska Bagot, Que
Ste Sophie Megantic, Que
Ste. Sophie de Lacorne Terrebonne, Que
St. Stanislas Champlain, Que
St Stanislas de Kostka Beauharnois, Que
St Stephen Charlotte, N B
St. Sulpice L'Assomption, Que
St Sylvester Lotbinière, Que
St Sylvester East Lotbinière, Que
St Theodore Bagot, Que
St Theodore de Chertsey Montcalm, Que
Ste Therese de Blainville Terrebonne, Que
St Thomas, East Joliette, Que
St Thomas, West Elgin, E.R., Ont
St Timothée Beauharnois, Que
Ste Tite Champlain, Que
Ste Tite des Caps Montmorency, Que
St Ubalde Portneuf, Que
St Urbain Chateauguay, Que
St Urbain Charlevoix, Que
Ste Ursule Maskinongé, Que
St Valentin St. John's, Que
St Valerien Shefford, Que
St. Vallier Bellechasse, Que
Ste Victoire Richelieu, Que

St. Victor de Tring Beauce, Que
St Vincent de Paul Laval, Que
St Vital .. Provencher, M
St Wenceslas Nicolet, Que
St Williams Norfolk, S R, Ont
St. Zenon Berthier, Que
St Zephirin Yamaska, Que
St Zotique Soulanges, Que
Sable Middlesex, N R, Ont
Sable River Shelburne, N S
Sabrevois Iberville, Que
Sackville Westmoreland, N B
Saintfield Ontario, N.R., Ont
Salem Wellington, C R, Ont
Salem Albert, N B
Salem ... [illegible], N S
Salford Oxford, S R, Ont
Salisbury Westmoreland, N B
Salmon Beach Gloucester, N B
Salmon Creek [illegible] N B
Salmon Hole Halifax, N S
Salmon River St. John, N B
Salmon River Cape Breton, N S
Salmon River Digby, N S
Salmon River Guysborough, N S
Salmon River Halifax, N S
Salmon River Lake Settlement Guysborough, N S
Salmonville [illegible]
Salt Springs King's, N B
Sambro Halifax, N S
Sanborn Wolfe, Que
Sand Beach Yarmouth, N S
Sandford Ontario, N R, Ont
Sandhill Peel, Ont
Sandhurst Lennox, Ont
Sand Point Renfrew, S R, Ont
Sand Point Guysborough, N S
Sandwich Essex, Ont
Sandy Beach Gaspé, Que
Sandy Beaches Halifax, N S
Sandy Cove Digby, N S
Sandy Point Shelburne, N S
Sarawak ... Grey, N R, Ont
Sarepta Huron, S R, Ont
Sarnia Lambton, Ont
Saugeen Bruce, N R, Ont
Saulnierville Digby, N S
Sault au Cochon Saguenay, Que
Sault au Recollet Hochelaga, Que
Sault Ste Marie Algoma, Ont
Savage's Mill Shefford, Que
Saw Mill Creek Annapolis, N S
Sawyerville Compton, Que
Scarboro' York, E R, Ont
Scarboro' Junction York, E R, Ont
Schomberg York, N R, Ont
Scone Bruce, N.R., Ont
Scotch Ridge Charlotte, N B
Scotch Settlement Westmoreland, N B
Scotch Town Queen's, N B
Scotch Village Hants, N S
Scotchfort Queen's, P. E. I
Scotland Brant, S R, Ont
Scott's Bay King's, N S
Scott's Town Compton, Que
Scovil's Mills K[illegible], N B
Scratching River Provencher, M
Scugog Ontario, N R, Ont
Seaforth Huron, C R, Ont
Seagrove Ontario, N R, Ont
Seaton York, W R, Ont
Searletown Prince, P E I
Sebright Ontario, N R, Ont
Sebringville Perth, S R, Ont
Second Falls Charlotte, N B
Seeley's Bay Leeds, S R, Ont
Seely's Mills King's, N B
S[illegible] Muskoka, Ont
Seguin Falls Muskoka, Ont
Sel[illegible] [illegible], Ont
Selkirk Haldimand, Ont
Selkirk Road Queen's, P E I
Selmah Hants, N S
Selton Bothwell, Ont
Selwyn Peterborough, E R, Ont
Seneca Haldimand, Ont
Settrington Charlevoix, Que
Severn Bridge Muskoka, Ont
Sevigne Ottawa, Que
Shag Harbour Shelburne, N S
Shakespeare Perth, S R, Ont
Shamrock Renfrew, S R, Ont
Shanick Hastings, N R, Ont
Shanklin St. John's, N B
Shanly Grenville, S R, Ont
Shannonvale Restigouche, N B
Shannonville Hastings, E R, Ont
Shanty Bay Simcoe, N R, Ont
Sharon York, N R, Ont
Sharpton Frontenac, Ont
Shawbridge Terrebonne, Que
Shawenegan St Maurice, Que
Shawville Pontiac, Que
Shea's River Inverness, N S
Shedden Elgin, W R, Ont
Shediac Westmoreland, N B
Shediac Bridge Westmoreland, N B
Shediac Road Westmoreland, N B
Sheenboro Pontiac, Que
Sheet Harbour Halifax, N S
Sheffield Wentworth, N R, Ont
Sheffield Sunbury, N B
Sheffield Academy Sunbury, N B
Sheffield Mills King's, N S
Shefford Mountain Shefford, Que
Shel[illegible] Grey, E R, Ont
Shel[illegible] [illegible], Ont
Sheldon Cardwell, Ont
Sheldrake Saguenay, Que
Shepody Road King's, N B
Sherbrooke Sherbrooke, Que
Sherbrooke Guysborough, N S
Sheridan Halton, Ont
Sherkston Welland, Ont
Sherrington Napierville, Que
Sherwood Spring Leeds, S R, Ont
Shetland Bothwell, Ont
Shigawake Bonaventure, Que
Shiktehawk Carleton, N B
Shiloh Wellington, S R, Ont
Shinimicas Bridge Cumberland, N S
Ship Harbour Halifax, N S
Shipley Perth, N R, Ont
Shippigan Gloucester, N B
Shirley Ontario, N R, Ont
Shoolbred Bonaventure, Que
Short Beach Yarmouth, N S
Shrewsbury Argenteuil, Que
Shrigley Grey, E R, Ont
Shubenacadie Colchester, N S
Shulie Cumberland, N S
Shunacadie Cape Breton, N S
Sidney Crossing Hastings, E R, Ont
Sight Point Inverness, N S
Sillery Cove Quebec, Que
Sillsville Lennox, Ont
Siloam Ontario, N R, Ont
Silver Hill Norfolk, N R, Ont.

Silver Islet [illegible], Ont
Silver Lake [illegible], N R, Ont
Silverstream [illegible], N B
Simcoe Norfolk, N R, Ont
S[illegible] [illegible], Ont
Singhampton Grey, N R, Ont
Six Mile Brook Pictou, N S
Six Mile Road Cumberland, N S
Six Portages [illegible], Que
Skead's Mills [illegible], Ont
Skeena [illegible], B C
Skinner's Pond Prince, P E I
Skipness [illegible], N R, Ont
Skye Glengarry, Ont
Sk[illegible] [illegible], N S
S[illegible]wick [illegible], Ont
Sligo [illegible], Ont
Smithville [illegible], Ont
Smithfield [illegible]
Smithfield [illegible], N S
Smith's [illegible], N B
Smith's Cove [illegible], N S
Smith's Creek King's, N B
Smith's Falls Lanark, S R, Ont
Smith's Mills [illegible], Que
Smith Town King's, N B
Smithurst [illegible], N R, Ont
Snelgrove [illegible], Ont
Soda Creek [illegible], B C
Soldier's Cove [illegible], N S
Solina Durham, W R, Ont
Sombra Bothwell, Ont
Somenauk? [illegible] St Hyacinthe, Que
Somenos [illegible], B C
Somerset Megantic, Que
Somerset King's, N S
Somerset Prince, P E I
Somerville [illegible], N B
Sonora [illegible], N S
Sonya Ontario, N R, Ont
Sooke [illegible], B C
Sparton Leeds, S R, Ont
Sorel Richelieu, Que
Souris, East King's, P E I
Souris, West King's, P E I
Southampton Cumberland, N S
Southampton York, N B
South Bar of Sydney River Cape Breton, N S
South Barnston Stanstead, Que
South Bay Prince Edward, Ont
South Brookfield [illegible], N S
South Bay St. John, N B
South Bolton Brome, Que
South Branch [illegible], N S
South Branch Kennebecasis King's, N B
South Branch of St Nicholas River Kent, N B
South Cayuga [illegible], Ont
South Cove Victoria, N S
South Dummer? [illegible] Peterboro', E R, Ont
South Dummer Peterboro', E R, Ont
South Durham Drummond, Que
South East Passage Halifax, N S
South Ely Shefford, Que
South Finch Stormont, Ont
South Gloucester Russell, Ont
South Gower Grenville, N R, Ont
South Granby Shefford, Que
South Gut of St Ann's Victoria, N S
South Ham Wolfe, Que
South La Grasse [illegible], Ont
South Lake Leeds, S R, Ont
South McLellan's Mountain Pictou, N S
South March Carleton, Ont
South Middleton Norfolk, N R, Ont
South Monaghan [illegible], Ont
South Mountain Dundas, Ont
South Nelson [illegible], N B
South Ohio Yarmouth, N S
Southport Queen's, P E I
South Quebec Lévis, Que
South Range Digby, N S
South Rawdon Hants, N S
South Rockland [illegible], N B
South Roxton Shefford, Que
South Side Basin of River Denis Inverness, N S
South Side of Boularderie [illegible], N S
South Side of Little Narrows [illegible], N S
South Side of Whycocomagh Bay [illegible], N S
South Side of West Margaree Inverness, N S
South Stukely Shefford, Que
South West Mabou [illegible], N S
South West, Lot 16 Prince, P E I
South Wiltshire Queen's, P E I
South Zorra Oxford, N R, Ont
Spafordton Addington, Ont
Spanish River [illegible], Ont
Sparta Elgin, E R, Ont
Spa Springs Annapolis, N S
S[illegible] Wellington, S R, Ont
Spe[illegible] Cove Digby, N S
Spe[illegible] [illegible]
Spence Westmoreland, N B
Spencer Cove Quebec, Que
Spencer's Island Cumberland, N S
Spencerville Grenville, S R, Ont
Spences Bridge Yale, B C
Speyside Halton, Ont
Spr[illegible] Point King's, N B
Spring Arbor Norfolk, S R, Ont
Springbank Middlesex, N R, Ont
Spring Brook Hastings, N R, Ont
Springfield Elgin, E R, Ont
Springfield Lisgar, M
Springfield King's, N B
Springfield York, N B
Springfield Annapolis, N S
Springfield Queen's, P E I
Springford Oxford, S R, Ont
Spring Hill Cumberland, N S
Spring Hill Mines Cumberland, N S
Springvale Haldimand, Ont
Springville Peterboro', W R, Ont
Springville Pictou, N S
Spruce Lake St John, N B
Spry Bay Halifax, N S
Staffa Perth, S R, Ont
Stafford Renfrew, N R, Ont
Stamford Welland, Ont
Stanbridge, East Missisquoi, Que

Stanbridge Ridge Missisquoi, Que
Stanbridge Station Missisquoi, Que
Stanbury Missisquoi, Que
Standon Dorchester, Que
Stanfold Arthabaska, Que
Stanhope Stanstead, Que
Stanley York, N B
Stanley Bridge Queen's, P E I
Stanley's Mills Peel, Ont
Stanstead Stanstead, Que
Stanton Simcoe, S.R., Ont
Starkey's Queen's, N B
Starnesboro' Huntingdon, Que
Stayner Simcoe, N R., Ont
Steam Mill Village King's, N S
Steele Simcoe, N R, Ont
Steep Creek Guysborough, N S
Steeves Mountain Westmoreland, N B
Stella Lennox, Ont
Steeve's Settlement Westmoreland, N B
Stellarton Pictou, N S
Stevensville Welland, Ont
Stewartville [illegible], S R, Ont
Stewiacke Cross Roads Colchester, N S
Still Water Guysborough, N S
Stirling Hastings, N R, Ont
Stirton Wellington, C R, Ont
Stittsville Carleton, Ont
Stockdale Northumberland, E R, Ont
Stockwell Chateauguay, Que
Stoco Hastings, E R, Ont
Stoddart's Annapolis, N S
Stoke Centre Richmond, Que
Stoketon Richmond, Que
Stonefield Argenteuil, Que
Stoneham Quebec, Que
Stoneleigh Muskoka, Ont
Stony Creek Wentworth, S R, Ont
Stony Creek Albert, N B
Stony Lake Peterboro', E R, Ont
Stony Point Essex, Ont
Stormont Guysborough, N S
Stornoway Compton, Que
Stottville St. John's, Que
Stouffville York, N R, Ont
Stow Huron, C R, Ont
Strabane Wentworth, N R, Ont
Straffordville Elgin, E R, Ont
Stratford Perth, N R, Ont
Strathallan Oxford, N R, Ont
Strathburn Middlesex, W R, Ont
Strathavon [illegible], E R, Ont
Strathroy Middlesex, W R, Ont
Street's Ridge Cumberland, N S
Streetsville Peel, Ont
Stromness Monck, Ont
Stronach Mountain Annapolis, N S
Stroud Simcoe, S R, Ont
Sturgeon King's, P E I
Stymiest Settlement Northumberland, N B
Suffolk Road Queen's, P E I
Sugar Loaf Victoria, N S
Sullivan Grey, N R, Ont
Sumas New Westminster, B C
Summer Hill Queen's, N B
Summerside Prince, P E I
Summerstown Glengarry, Ont
Summerville Peel, Ont
Summerville Pictou, N S
Summerville King's, P E I
Summerville Hants, N S
Sunbury Frontenac, Ont
Sunderland Ontario, N R, Ont
Sunnidale Simcoe, N R, Ont
Sunshine Huron, N R, Ont
Sussex Corner King's, N B
Sussex Portage King's, N B
Sussex Vale King's, N B
Sutherland's Corners [illegible], Ont
Sutherland's Mills Pictou, N S
Sutherland's River Pictou, N S
Sutton Brome, Que
Swan Creek Sunbury, N B
Sweaburg Oxford, S R, Ont
Sweetsburg Missisquoi, Que
Switzerville Lennox, Ont
Sydenham Mills Grey, N R, Ont
Sydenham Place [illegible]
Sydney Cape Breton, N S
Sydney Forks Cape Breton, N S
Sydney Mines Cape Breton, N S
Sylvan Middlesex, N R, Ont
Sypher's Cove Queen's, N B
Tabusintac Northumberland, N B
Tadousac Saguenay, Que
Talbotville Royal Elgin, W R, Ont
Tamworth Addington, Ont
Tancook Island Lunenburg, N S
Tangier Halifax, N S
Tannery West Hochelaga, Que
Tapleytown Wentworth, S R, Ont
Tara Bruce, N R, Ont
Tarbert Wellington, N R, Ont
Tatamagouche Colchester, N S
Tatamagouche Mountain Colchester, N S
Tatlock Lanark, N R, Ont
Taunton Ontario, S R, Ont
Tavistock Perth, S R, Ont
Taylor Village Westmoreland, N B
Tay Mills York, N B
Tay Settlement York, N B
Tecumseh Simcoe, S R, Ont
T[illegible] [illegible], N B
Teeswater Bruce, S R, Ont
Teeterville Norfolk, N R, Ont
T[illegible] [illegible], E R, Ont
Temperance Vale York, N B
Temperanceville York, N R, Ont
Templeton Ottawa, Que
Tempo Middlesex, E R, Ont
Tenecape Hants, N S
Ten Mile Creek St. John, N B
Tennant's Cove King's, N B
Tennyson Lanark, S R, Ont
Terence Bay Halifax, N S
Terrebonne Terrebonne, Que
Tessierville Rimouski, Que
Teston York, W R, Ont
Teviotdale Wellington, N R, Ont
Teviotdale Station Colchester, N S
Thamesford Oxford, N R, Ont
Thamesville Bothwell, Ont
Thanet Hastings, N R., Ont
The Range Queen's, N B

Thiers ... Megantic, Que
Thistletown York, W R., Ont
Thomasburg Hastings, E R, Ont
Thompsonville ... Simcoe, S R, Ont
Thompson's Mills Cumberland, N S
Thornbrook King's, N B
Thornbury Grey, E.R., Ont
Thornby Pontiac, Que
Thorndale Middlesex, E R, Ont
Thorne Centre Pontiac, Que
Thornetown Queen's, N B
Thornhill York, W R, Ont
Thornton Simcoe, S R, Ont
Thorold Welland, Ont
Three Brooks Victoria, N B
Three Rivers Three Rivers, Que
Three Sisters Cumberland, N S
Thunder Bay Algoma, Ont
Thurso Ottawa, Que
Tichborne Addington, Ont
Tidnish Cumberland, N S
Tidnish Bridge Westmoreland, N B
Tignish Prince, P E I
Tilbury East Kent, Ont
Tilsonburg Oxford, S R, Ont
Tilton Northumberland, E R, Ont
Tintern Lincoln, Ont
Titusville King's, N B
Tiverton Bruce, S R, Ont
Toledo Leeds, N R., Ont
Toney River Pictou, N S
Topping Perth, N R, Ont
Tor Bay Guysborough, N S
Torbrook Annapolis, N S
Toronto Peel, Ont
Toronto Toronto, Ont
Tottenham Simcoe, S R, Ont
Tower Hill Charlotte, N B
Townsend Centre Norfolk, N R, Ont
Tracadie .. Gloucester, N B
Tracadie Antigonishe, N S
Tracadie Cross Queen's, P E I
Tracey's Mills Carleton, N B
Traceys Station Sunbury, N B
Trafalgar .. Halton, Ont
Trafalgar Halifax, N S
Tramore Renfrew, N R, Ont
Traverston Grey, S R, Ont
Traveller's Rest Prince, P E I
Treadwell Prescott, Ont
Trecastle Perth, N R, Ont
Tremblay Chicoutimi, Que
Trenholm Drummond, Que
Trent Bridge Northumberland, E R, Ont
Trenton Hastings, W R, Ont
Trois Pistoles Temiscouata, Que
Trois Saumons L'Islet, Que
Trout Brook Arthabaska, Que
Trout Cove Digby, N S
Trout Lake Muskoka, Ont
Trout River Huntingdon, Que
Trowbridge Perth, N R, Ont
Troy Wentworth, N R, Ont
Trudell Essex, Ont
Truro Colchester, N S
Tryon Prince, P E I
Tullamore? [illegible] Simcoe, S R, Ont
Tullamore Peel, Ont
Tupperville Annapolis, N S
Turtle Creek Albert, N B
Turtle Lake Muskoka, Ont
Tuscarora Brant, N R, Ont
Tusket Yarmouth, N S
Tusket Forks Yarmouth, N S
Tusket Wedge Yarmouth, N S
Tweed Hastings, E R, Ont
Tweedside Wentworth, S R, Ont
Tweedside York, N B
Tyne Valley Prince, P E I
Tyneside Haldimand, Ont
Tyrconnell Elgin, W R, Ont
Tyrone Durham, W R, Ont
Tyrell Norfolk, N R, Ont
Udora Ontario, N R, Ont
Uffington Muskoka, Ont
Ufford Muskoka, Ont
Ullin Algoma, Ont
Ullswater Muskoka, Ont
Ulster Huron, N R, Ont
Ulverton Drummond, Que
Umfraville Hastings, N R, Ont
Underwood Bruce, N R, Ont
Undine Victoria, N B
Union Elgin, E R, Ont
Union Corner Carleton, N B
Union Hill Middlesex, E R, Ont
Unionville York, E R, Ont
Uplam King's, N B
Uphill Victoria, N R, Ont
Upper Bay du Vin Northumberland, N B
Upper Bedford Missisquoi, Que
Upper Branch Lunenburg, N S
Upper Buctouche Kent, N B
Upper Caledonia Halifax, N S
Upper Cape Westmoreland, N B
Upper Caraquet Gloucester, N B
Upper Caverhill York, N B
Upper Clyde River Shelburne, N S
Upper Cross Roads Guysborough, N S
Upper Dyke Village King's, N S
Upper Economy Colchester, N S
Upper Gagetown Queen's, N B
Upper Gaspereaux Queen's, N B
Upper Greenwich ... King's, N B
Upper Hampstead ... Queen's, N B
Upper Haynesville York, N B
Upper Kennetcook Hants, N S
Upper Kent Carleton, N B
Upper Keswick York, N B
Upper Keswick Ridge York, N B
Upper La Have Lunenburg, N S
Upper Loch Lomond St John, N B
Upper Magaguadavic .. York, N B
Upper Margaret ... Inverness, N S
Upper Maugerville. Sunbury, N B
Upper Mills Charlotte, N B
Upper Musquodoboit Halifax, N S
Upper Negnac Northumberland, N B
Upper New Horton .... Albert, N B
Upper Newport Hants, N S
Upper Peel Carleton, N B

Upper Pereaux King's, N. S.
Upper Queensbury York, N. B.
Upper Rawdon. ..Hants, N. S.
Upper St. Bazil Victoria, N. B.
Upper St. Francis... ..Victoria, N. B.
Upper Sackville .Westmorland, N. B.
Upper Settlement of Baddeck River .Victoria, N. S.
Upper Settlement of Barney's River. .Pictou, N. S.
Upper Settlement of Middle River .Victoria, N. S.
Upper Settlement of River Dennis Inverness, N. S.
Upper Settlement of South River ..Antigonishe, N. S.
Upper Settlement of West River ...Pictou, N. S.
Upper Sheffield. Sunbury, N. B.
Upper Southampton York, N. B.
Upper Stewiacke ... Colchester, N. S.
Upper Wakefield Ottawa, Que
Upper Washabuck .Victoria, N. S.
Upper Wicklow Carleton, N. B.
Upper Wood Harbour. Shelburne, N. S.
Upper Woodstock Carleton, N. B.
Upsalquitch Restigouche, N. B.
Uptergrove . Ontario, N. R., Ont.
Urbania . Hants, N. S.
Urquharts. King's, N. B.
Usher Antigonishe, N. S.
Utica . Ontario, N. R., Ont.
Utopia . Simcoe, S. R., Ont.
Utterson . Muskoka, Ont
Uttoxeter Lambton, Ont.
Uxbridge. .Ontario, N. R., Ont.

Vachell .. .York, N. R., Ont.
Vallancourt L'Islet, Que.
Valcartier ..... Quebec, Que
Valcourt . Shefford, Que.
Vale Colliery Pictou, N. S.
Valentia Victoria, S. R., Ont
Valetta . Kent, Ont
Vallentyne Ontario, N. R., Ont.
Valletort Beauce, Que.
Valleyfield Beauharnois, Que
Valleyfield. King's, P. E. I.
Valmont Champlain, Que
Vanatter Wellington, C. R., Ont.
Vanbrugh. Renfrew, S. R., Ont.
Vandecar Oxford, S. R., Ont
Vandeleur. Grey, E. R., Ont.
Vankleek Hill Prescott, Ont
Vanneck Middlesex, E. R., Ont
Vanvlack .Simcoe, N. R., Ont.
Van Winkle Cariboo, B. C.
Varennes Verchères, Que.
Varna ... Huron, S. R., Ont.

Varney .. Grey, S. R., Ont.
Vasey ... Simcoe, N. R., Ont.
Vauban ..Temiscouata, Que.
Vaudreuil ... Vaudreuil, Que
Vaughan's Hants, N. S.
Veighton. Russell, Ont.
Vellore. ... York, W. R., Ont.
Venice .Missisquoi, Que.
Vennachar.. .. Addington, Ont
Venosta ..... Ottawa, Ont.
Ventnor ..Grenville, S. R., Ont.
Ventry . Grey, E. R., Ont
Verchères .. Verchères, Que.
Verdun . Bruce, S. R., Ont.
Vereker . Essex, Ont.
Vernal ... ...Antigonishe, N. S.
Vernon Russell, Ont.
Vernon Mines King's, N. S.
Vernon River. Queen's, P. E. I.
Vernon River Bridge Queen's, P. E. I.
Vernonville.. Northumberland, W. R., Ont.
Verona . Addington, Ont.
Versailles .. Iberville, Que
Verschoyle Oxford, S. R., Ont.
Vesta .. Bruce, S. R., Ont.
Vicars Huntingdon, Que.
Victoria Victoria, B. C.
Victoria. .. Carleton, N. B.
Victoria .. Cumberland, N. S.
Victoria Queen's, P. E. I.
Victoria Cross King's, P. E. I.
Victoria Corners Ontario, N. R., Ont.
Victoria Harbour King's, N. S.
Victoria Harbour Simcoe, N. R., Ont
Victoria Mines. .Cape Breton, N. S.
Victoria Road Station Victoria, N. R., Ont.
Victoria Square . York, E. R., Ont
Vienna ....Elgin, E. R., Ont.
Viger Temiscouata, Que.
Viger Mines Athabaska, Que
Vigo Simcoe, N. R., Ont
Village des Aulnaies. . L'Islet, Que.
Village Richelieu Rouville, Que
Villanova . Norfolk, N. R., Ont
Villette . Compton, Que.
Villiers Peterborough, Ont
Vincennes Champlain, Que
Vine .. Simcoe, S. R., Ont.
Vinoy ... Ottawa, Que.
Vinton .. Pontiac, Que.
Violet . Lennox, Ont
Virgil Niagara, Ont
Virginia York, N. R., Ont
Vittoria Norfolk, S. R., Ont.
Vivian York, N. R., Ont
Vogler's Cove Lunenburg, N. S.
Vroomanton. .Ontario, N. R., Ont
Vyner .. ..Lambton, Ont

Waasis Station. .Sunbury, N. B.
Wabashene Simcoe, N. R., Ont.
Wagram .Wellington, N. R., Ont.
Wakefield . Ottawa, Que.
Waldemar . Wellington, N. R., Ont.
Wales ... .Stormont, Ont.
Walkerton .Bruce, S. R., Ont.
Walkerville .. Essex, Ont.
Wallace .. ..Perth, N. R., Ont.
Wallace Cumberland, N. S.
Wallace Bridge. . Cumberland, N. S.
Wallaceburg .... Kent, Ont.
Wallace Ridge ... .Cumberland, N. S.
Wallace River... Cumberland, N. S.
Wallacetown .Elgin, W. R., Ont.
Wallbridge ....Hastings, W. R., Ont.
Wallenstein ...Waterloo, N. R., Ont.
Walmer. ...Oxford, N. R., Ont.
Walsh Norfolk, S. R., Ont.
Walter's Falls Grey, N. R., Ont.
Waltham .. Pontiac, Que.
Walton Huron, C. R., Ont
Walton ..... Hants, N. S.
Wanstead ... Lambton, Ont
Warburton .Leeds, S. R., Ont.
Warden Shefford, Que.
Ward's Creek Road King's, N. B.
Wardsville ...Middlesex, W. R., Ont.
Wareham Grey, E. R., Ont
Warkworth . Northumberland, E. R., Ont.
Warminster. Simcoe, N. R., Ont
Warner . Monck, Ont.
Warren .. Cumberland, N. S.
Warsaw.. Peterborough, E. R., Ont.
Wartburg ...Perth, N. R., Ont.
Warwick . Athabaska, Que.
Warwick, West Lambton, Ont.
Washago Simcoe, N. R., Ont
Washburn . Frontenac, Ont
Washington Oxford, N. R., Ont
Waterborough Queen's, N. B.
Waterdown Wentworth, N. R., Ont
Waterford Norfolk, N. R., Ont.
Waterloo, East Shefford, Que.
Waterloo, West. Waterloo, N. R., Ont.
Waterside ... .Albert, N. B.
Waterville Compton, Que
Waterville. . Carleton, N. B.
Waterville . King's, N. S.
Watford Lambton, Ont
Watson's Corners . Lanark, N. R., Ont.
Watson Settlement ...Carleton, N. B.
Waubamik. ...Muskoka, Ont

Waubuno ..Lambton, Ont.
Waugh's River. Colchester, N. S.
Waupoos Prince Edward, Ont.
Waverley Simcoe, N. R., Ont.
Waverley ...... Halifax, N. S.
Waweig ....Charlotte, N. B.
Ways Mills. .Stanstead, Que.
Weaver Settlement. Digby, N. S.
Webber's ....Annapolis, N. S.
Weedon .... Wolfe, Que.
Welcome Durham, E. R., Ont.
Weldford...........Kent, N. B.
Welland ....Welland, Ont.
Welland Port .Monck, Ont.
Wellesley Waterloo, N. R., Ont.
Wellington ...Prince, P. E. I.
Wellington ...Prince Edward, Ont.
Wellington. .. ...Albert, N. B.
Wellington Square Halton, Ont.
Wellington. ..Yarmouth, N. S.
Wellman's Corners .Hastings, N. R., Ont
Welsford. .... Queen's, N. B.
Wendover ... Prescott, Ont.
Wentworth Cumberland, N. S.
West Arichat Richmond, N. S.
West Arran Bruce, N. R., Ont.
West Bay ...Inverness, N. S.
West Bolton .....Brome, Que.
Westbourne . ..Marquette, M.
West Branch, East River of Pictou ..... Pictou, N. S.
West Branch Nicholas River . Kent, N. B.
West Branch River John Pictou, N. S.
West Branch River Philip. Colchester, N. S.
West Brome ... Brome, Que.
West Brook. .. Frontenac, Ont.
West Brook .Cumberland, N. S.
West Broughton Beauce, Que.
Westbury. ... Compton, Que.
West Cape ...Prince, P. E. I.
West Chester. Cumberland, N. S.
West Chester Lake ... Cumberland, N. S.
Westcock .Westmorland, N. B.
West Ditton.....Compton, Ont.
West Dublin .Lunenburg, N. S.
Western Covehead. Queen's, P. E. I.
Western Road. .Prince, P. E. I.
West Essa Simcoe, S. R., Ont.
West Farnham Missisquoi, Que.
Westfield ..Huron, N. R., Ont.
Westfield ......King's, N. B.
West Flamboro... Wentworth, N. R., Ont.
West Glassville..Carleton, N. B.
West Gore. ... Hants, N. S.
West Huntingdon Hastings, N. R., Ont.
West Huntley Carleton, Ont.
West Lake Prince Edward, Ont.
West Lorne ..Elgin, W. R., Ont.

West Lyane ... .Provencher, M.
West McGillivray.. ..Middlesex, N. R., Ont.
West Magdala.....Elgin, W. R., Ont.
Westmeath. Renfrew, N. R., Ont.
West Merigomish. .Pictou, N. S.
West Montrose. Waterloo, N. R., Ont.
Westmoreland Point.. Westmoreland, N. B.
West Newdy Quoddy... Halifax, N. S.
Weston ... York, W. R., Ont.
West Osgoode. Russell, Ont.
Westover..... Wentworth, N. R., Ont.
Westport ...... Digby, N. S.
Westport......Leeds, S. R., Ont.
West Point......Prince, P. E. I.
West Potten ...Brome, Que.
West Quaco. ...St. John, N. B.
West River ..... Pictou, N. S.
West River Station. ... Pictou, N. S.
West Shefford . Shefford, Que.
West Side of Lochbar . Antigonishe, N. S.
West Side of Middle River .Victoria, N. S.
West Winchester Dundas, Ont.
Westville ... ...Pictou, N. S.
Westwood .Peterborough, E. R., Ont.
Wexford ... York, E. R., Ont.
Weymouth ..Digby, N. S.
Weymouth Bridge Digby, N. S.
Whalen Middlesex, N. R., Ont.
Wheatland Drummond, Que.
Wheatley ... .Essex, Ont.
Wheatley River.... Queen's, P. E. I.
Wheaton Settlement ... Westmoreland, N. B.
Whim Road Cross . King's, P. E. I.
Whitby .....Ontario, S. R., Ont.
White ..... Lanark, N. R., Ont.
Whitehead.. Guysborough, N. S.
Whitehurst ....Brockville, Ont.
White Lake... . Renfrew, S. R., Ont.
White Point .....Victoria, N. S.
White Rock Mills. King's, N. S.
White Rose .York, N. R., Ont.
White's Cove . Queen's, N. B.
White's Point.. Queen's, N. B.
Whitevale. Ontario, S. R., Ont.
Whitfield.. .Simcoe, S. R., Ont.
Whitney ......Northumberland, N. B.
Whittier's Ridge......Charlotte, N. B.
Whittington.... ...Wellington, N. R., Ont.
Whitton.... .....Compton, Que.
Whycocomagh. Inverness, N. S.

Whycocomagh Rear...Inverness, N. S.
Wiarton......Bruce, N. R., Ont.
Wick.. .....Ontario, N. R., Ont.
Wickham, West.. ..Drummond, Que.
Wickham.........Queen's, N. B.
Wicklow ......Northumberland, W. R., Ont.
Wicklow.........Carleton, N. B.
Wickwire Station.......Halifax, N. S.
Widder...........Lambton, Ont.
Widder Station.. Lambton, Ont.
Wilfrid ...Ontario, N. R., Ont.
Wilkesport..... Bothwell, Ont.
Willetsholme... Frontenac, Ont.
Williamsdale.......Cumberland, N. S.
Williamsford Station..... Grey, N. R., Ont.
Williamstown . Glengarry, Ont.
Williamstown ..Carleton, N. B.
Williscroft .Bruce, N. R., Ont.
Willowdale . York, W. R., Ont.
Willowgrove. Haldimand, Ont.
Willowgrove... St. John, N. B.
Wilmot ... Annapolis, N. S.
Wilmot Valley...Prince, P. E. I.
Wilmur... ...Addington, Ont.
Wilson's Beach..Charlotte, N. B.
Wilton ....Lennox, Ont.
Wilton Grove...Middlesex, E. R., Ont.
Winchelsea....Huron, S. R., Ont.
Winchester .....Dundas, Ont.
Winchester Springs.... Dundas, Ont
Windermere. ...Muskoka, Ont.
Windham Centre ..... Norfolk, N. R., Ont.
Windham Hill .....Cumberland, N. S.
Winding Ledges.. ....Victoria, N. B.
Windsor ....Essex, Ont.
Windsor ....Carleton, N. B.
Windsor..........Hants, N. S.
Windsor Junction......Halifax, N. S.
Windsor Mills...Richmond, Que.
Wine Harbour..Guysboro', N. S.
Winfield.. Wellington, C. R., Ont.
Winger . Monck, Ont
Wingham. .Huron, N. R., Ont.
Winona Wentworth, S. R., Ont.
Winterbourne ..Waterloo, N. R., Ont.
Winthrop.....Huron, C. R., Ont.
Wisbeach ...Lambton, Ont.
Woburn ...York, E. R., Ont.
Wolf Island ... Frontenac, Ont.
Wolfstown. .... Wolfe, Que.
Wolfville. .... King's, N. S.
Wolseley . Grey, N. R., Ont.
Wolverstown. ...Oxford, N. R., Ont.

Woodbridge........York, W. R., Ont
Woodburn.....Wentworth, S. R., Ont.
Woodford.....Grey, N. R., Ont.
Woodham.....Perth, S. R., Ont
Woodhill ...... Peel, Ont.
Woodlands...... Stormont, Ont
Wood Island....Queen's, P. E. I.
Wood Point... ..Westmoreland, N. B.
Woodside... ...Megantic, Que.
Woodslee.......... Essex, Ont
Woodstock.......Oxford, N. R., Ont.
Woodstock Carleton, N. B.
Woodstock Road Station .Carleton, N. B.
Woodville...... Victoria, N. R., Ont.
Woodville.......... Hants, N. S.
Wooler.........Northumberland, E. R., Ont.
Wotton .. ..Wolfe, Que.
Wreck Cove .. .Victoria, N. S.
Wright ....Ottawa, Que
Wroxeter ....Huron, N. R., Ont
Wyandot... ...Wellington, N. R., Ont.
Wyebridge.........Simcoe, N. R., Ont.
Wyoming ....Lambton, Ont

Yale.. ....Yale, B. C.
Yamachiche. ....St. Maurice, Que
Yamaska.... .Yamaska, Que
Yarker....... ..Addington, Ont
Yarm... .... Pontiac, Que
Yarmouth .....Yarmouth, N. S.
Yarmouth Centre .Elgin, E. R., Ont
Yatton........Wellington, C. R., Ont.
Yelverton.......Durham, E. R., Ont
Yeovil... ....Grey, S. R., Ont
Yoho. .... York, N. B.
York ... Haldimand, Ont.
York Mills ....York, E. R., Ont
York River..... Hastings, N. R., Ont
Yorkville ...York, E. R., Ont
Young's Cove . .... Queen's, N. B.
Young's Point ..Peterborough, W. R., Ont.
Youngsville.......Oxford, N. R., Ont

Zealand.... ..Addington, Ont
Zephyr...........Ontario, N. R., Ont
Zetland ..Huron, N. R., Ont
Zimmerman....... Halton, Ont
Ziska.... ... Muskoka, Ont
Zurich .... ..Huron, S. R., Ont

MONEY-ORDER AND SAVINGS-BANK OFFICES.

*THE OFFICES MARKED * ARE SAVINGS-BANK OFFICES.*

Acton . Halton, Ont
Acton Vale .. Bagot, Que.
Adamsville Brome, Que
Adelaide Middlesex, N. R., Ont.
Advocate Harbour Cumberland, N. S.
Ailsa Craig .Middlesex, N. R., Ont
*Albion Cardwell, Ont
Aldboro Elgin, Ont
*Alexandria ...Glengarry, Ont.
Alliandale .Simcoe, S. R., Ont
Allenford Bruce, N. R., Ont.
Allensville . Muskoka, Ont.
*Almonte. .Lanark, N. R., Ont.
Amherst . .Cumberland, N. S.
*Amherstburgh Essex, Ont
Andover . Victoria, N. B.
*Angus . Simcoe, S. R., Ont
Annapolis Annapolis, N. S.
Antigonishe .Antigonishe, N. S.
Apohaqui . King's, N. B.
Appleton .Lanark, N. R., Ont.
Arichat . .. Richmond, N. S.
*Arkona ... Lambton, Ont.
Arkwright Bruce, N. R., Ont.
*Arnprior Renfrew, S. R., Ont.
*Arthur Wellington, N. R., Ont.
Arva Middlesex, E. R., Ont
Athlone Cardwell, Ont
Aultsville Stormont, Ont
*Aurora ...York, N. R., Ont
Aylesford King's, N. S.
*Aylmer (East) Ottawa, Que.
*Aylmer (West) Elgin, E. R., Ont.
*Ayr . Waterloo, S. R., Ont.

Baddeck .Victoria, N. S.
Baden ..Waterloo, S. R., Ont.
Baie Verte .Westmorland, N. B.
Bailieboro Peterborough, W. R., Ont.
*Baltimore . Northumberland, W. R., Ont
*Barrie Simcoe, N. R., Ont
Barrington .Shelburne, N. S.
Bath Lennox, Ont.
Bathurst . Gloucester, N. B.
*Bayfield Huron, S. R., Ont.
Beachburg Renfrew, N. R., Ont.
*Beachville Oxford, S. R., Ont.
*Beamsville Lincoln, Ont
Bear River (West Side) . Digby, N. S.
*Beauharnois Beauharnois, Que
*Beaverton Ontario, N. R., Ont.
Becancour. . Nicolet, Que
Bedford .Missisquoi, Que.
Belle River . Essex, Ont.
*Belleville Hastings, E. R., Ont.
Bell Ewart .Simcoe, S. R., Ont
Bell's Corners Carleton, Ont.
*Berlin Waterloo, N. R., Ont.
*Berthier en haut Berthier, Que.

Berwick .. King's, N. S.
Bethany . Durham, E. R., Ont
Blairton Peterboro, E. R., Ont
Bluevale . .Huron, N. R., Ont.
Blyth Huron, N. R., Ont
*Bobcaygeon Victoria, S. R., Ont
*Bondhead Simcoe, S. R., Ont
*Bothwell .. Bothwell, Ont
*Bowmanville Durham, W. R., Ont.
*Bracebridge Muskoka, Ont
*Bradford Simcoe, S. R., Ont.
Braeside Renfrew, S. R., Ont.
*Brampton . Peel, Ont
*Brantford Brant, S. R., Ont.
Bridgetown Annapolis, N. S.
*Bridgewater Hastings, N. R., Ont.
Bridgewater .Lunenburg, N. S.
Brigham .... Brome, Que.
*Bright Oxford, N. R., Ont.
*Brighton. .Northumberland, E. R., Ont.
*Brockville. .Brockville, Ont
Brompton Falls Richmond, Que.
*Brooklin Ontario, S. R., Ont
Brougham. .Ontario, S. R., Que.
*Brussels Durham, E. R., Ont
Bryson Pontiac, Que
*Buckingham Ottawa, Que.
Buctouche . Kent, N. B.
Burford Brant, S. R., Ont

Cacouna . Temiscouata, Que.
Castorville. .. ..Monck, Ont
Caledon . Cardwell, Ont
Caledonia Corner. Queen's, N. S.
Cambray Victoria, N. R., Ont.
Camlachie Lambton, Ont.
Campbellford .Northumberland, E. R., Ont
Campbellton. Restigouche, N. B.
Canfield . Haldimand, Ont
Canning .. King's, N. S.
*Cannington. Ontario, N. R., Ont
Canso Guysboro, N. S.
Canterbury Station York, N. B.
Caraquet Gloucester, N. B.
Carillon Argenteuil, Que
Carleton .St. John, N. B.
Carleton Place . .Lanark, S. R., Ont.
Carronbrook Perth, S. R., Ont.
Castleton . .Northumberland, E. R., Ont
*Cayuga Haldimand, Ont.
Chambly Canton. Chambly, Que
*Chatham Kent, Ont
Chatham Northumberland, N. B.
Chatsworth.... Grey, N. R., Ont.
*Chelsea .... Ottawa, Que.
Chester . Lunenburg, N. S.
Chicoutimi ... Chicoutimi, Que.
*Chippawa ... Welland, Ont

Christmas Island .Cape Breton, N. S.
Claremont Ontario, S. R., Ont.
Clarence .. Russell, Ont.
Clarke Durham, W. R., Ont
*Clarksburg Grey, E. R., Ont.
*Clearville .Bothwell, Ont.
Clifford Wellington, N. R., Ont.
*Clifton .. Welland, Ont
*Clinton Huron, S. R., Ont
Clover Hill Simcoe, S. R., Ont
*Coaticook ..Stanstead, Que.
*Cobourg Northumberland, E. R., Ont
*Coldwater Simcoe, N. R., Ont.
*Collingwood. ..Simcoe, N. R., Ont
Colpoy's Bay. Bruce, N. R., Ont.
Columbus . Ontario, S. R., Ont.
Comber.. .... Essex, Ont.
*Compton . Compton, Que.
Conestogo. Waterloo, N. R., Ont
Consecon Prince Edward, Ont.
Cookshire.. ...Compton, Que.
*Cookstown Simcoe, S. R., Ont.
Cooksville ... Peel, Ont
*Cornwall . ...Cornwall, Ont
Corunna .... Lambton, Ont
Coteau Landing Soulanges, Que.
Cowansville . Missisquoi, Que.
Cow Bay Cape Breton, N. S.
Craighurst Simcoe, N. R., Ont.
Credit ... Peel, Ont.
*Creemore .Simcoe, N. R., Ont.
Cross Roads, Country Harbour, Guysborough, N. S.
Cumberland ... . Russell, Ont.

Dalhousie Restigouche, N. B.
*Danville . Richmond, Que.
Dartmouth Halifax, N. S.
Delaware Middlesex, W. R., Ont.
Delhi .Norfolk, N. R., Ont
Delta .. Leeds, S. R., Ont.
Dickinson's Landing Stormont, N. S.
Digby . . Digby, Ont.
Dillonton . . Brome, Que.
Dorchester Westmorland, N. B.
Douglas Renfrew, N. R., Ont
Drayton Wellington, C. R., Ont.
*Dresden.. Bothwell, Ont.
Drumbo Oxford, N. R., Ont
Drummondville, East Drummond, Que.
*Drummondville, West Welland, Ont.
Duart .... Bothwell, Ont.
Dunbar . ...Dundas, Ont.
Dunbarton .Ontario, S. R., Ont.
*Dundas, Wentworth, N. R., Ont.
Dungannon ..Huron, N. R., Ont.
Dunham . .Missisquoi, Que
*Dunnville ....Monck, Ont

Duntroon....Simcoe, N. R., Ont.
*Durham. . ..Grey, S. R., Ont.
Easton's Corners. Grenville, N. R., Ont.
Edmundston . .Victoria, N. B.
Eganville.. Renfrew, S. R., Ont.
Egmondville Huron, C. R., Ont.
*Elora ..Wellington, C. R., Ont.
*Embro. . Oxford, N. R., Ont
*Erin Wellington, S. R., Ont.
*Exeter.. .Huron, S. R., Ont.
Farmersville .Leeds, S. R., Ont.
*Fenelon Falls. .Victoria, N. R., Ont.
*Fergus .Wellington, C. R., Ont.
*Fingal .Elgin, W. R., Ont.
Five Islands Colchester, N. S.
Flesherton .Grey, E. R., Ont.
Florence . ..Bothwell, Ont.
Florenceville Carleton, N. B.
*Fonthill .. Monck, Ont.
Forest ... ... Lambton, Ont.
*Fort Erie. . Welland, Ont
Frankford .. Hastings, W. R., Ont.
Franklin Centre Huntingdon, Que.
Fredericton .. ...York, N. B.
*Frelighsburg .Missisquoi, Que.
Gagetown . Queen's, N. B.
*Galt Waterloo, S. R., Ont.
*Gananoque .Leeds, S. R., Ont.
*Garafraxa Wellington, C. R., Ont.
Garden Island .Frontenac, Ont
Gaspé Basin ...Gaspé, Que.
*Georgetown . Halton, Ont.
*Georgina. .York, N. R., Ont.
*Glen Allan Wellington, C. R., Ont.
Glencoe Middlesex, W. R., Ont
*Goderich Huron, C. R., Ont.
Grafton Northumberland, W. R., Ont
*Granby .. Shefford, Que
Grand Falls Victoria, N. B.
Grandville Ferry Annapolis, N. S.
Great Village. Colchester, N. S.
Greenwood Ontario, S. R., Ont.
Grenville ... Argenteuil, Que.
*Grimsby .Lincoln, Que.
*Guelph Wellington, S. R., Ont.
Guysborough.. .Guysborough, N. S.
Hagersville Haldimand, Ont.
*Haliburton. Peterborough, E. R., Ont.
*Halifax... . Halifax, N. S.
*Hamilton......Hamilton, Ont.

Hampton .Durham, W. R., Ont.
Hanover... .. Grey, S. R., Ont.
Hantsport.... Hants, N. S.
*Harriston.. Wellington, N. R., Ont.
Harvey.......... .Albert, N. B.
Harvey Station. ... York, N. B.
*Hastings Peterborough, E. R., Ont.
Hatley ... ... Stanstead, Que.
Hawkesbury ....Prescott, Ont
Hawkesville. ..Waterloo, N. R., Ont.
Hemmingford ...Huntingdon, Que.
Henryville .. Iberville, Que.
*Hespeler Waterloo, C. R., Ont.
Hillsborough . Albert, N. B.
Hillsburgh ..Wellington, S. R., Ont.
Holland Landing. York, N. R., Ont.
Hollen Wellington, N. R., Ont.
Hopewell Cape .Albert, N. B.
*Hull . .Ottawa, Que.
*Huntingdon Huntingdon, Que.
Indian Town. ..St. John, N. B.
*Ingersoll Oxford, S. R., Ont.
Invermay Bruce, N. R., Ont
*Inverness Megantic, Que
*Iroquois ....Dundas, Ont.
Jarvis . .Haldimand, Ont.
*Joliette . . ..Joliette, Que.
Jordan ..... . Lincoln, Ont.
Kamouraska Kamouraska, Que.
*Keene .. Peterborough, E. R., Ont
*Kemptville ..Grenville, N. R., Ont.
Kentville..... ... King's, N. S.
*Kincardine. Bruce, S. R., Ont
King .. York, N. R., Ont.
*Kingston .. Kingston, Ont.
Kingston. ... ..King's, N. B.
Kingston ... .Kent, N. B.
*Kingsville Essex, Ont.
Kippen ...Huron, C. R., Ont.
*Kirkfield.. Victoria, N. R., Ont.
Kleinburg ...York, W. R., Ont.
*Knowlton .....Brome, Que.
Komoka .Middlesex, N. R., Ont.
Kouchibouguac ...Kent, N. B.
*Lachine. Jacques Cartier, Que.
*Lachute .. ..Argenteuil, Que.
Lacolle ... ...St. John's, Que.
*Lanark. .Lanark, N. R., Ont.
Langton. ...Norfolk, S. R., Ont.
*Laprairie Laprairie, Que.
*L'Assomption...L'Assomption, Que.

Lawson .... Lévis, Que.
Lawrencetown. Annapolis, N. S.
Leamington ... .Essex, Ont.
*Leeds .. ...Megantic, Que.
Lefroy .. Simcoe, S. R., Ont.
*Lennoxville Sherbrooke, Que.
Lepreaux ......Charlotte, N. B.
Leslie ... .York, E. R., Ont.
*Lévis ... Lévis, Que.
*Lindsay . Victoria, S. R., Ont.
Lingan. ...Cape Breton, N. S.
*Listowell . Perth, N. R., Ont.
Little Grace Bay. Cape Breton, N. S.
Liverpool .. ...Queen's, N. S.
Lloydtown... York, N. R., Ont.
Locke Port .Shelburne, N. S.
*London ..... London, Ont.
Londonderry . .Colchester, N. S.
Longueuil . ..Chambly, Que.
Longwood, Middlesex, W. R., Ont.
*L'Orignal. . Prescott, Ont.
Lotbinière. ..Lotbinière, Que.
Loughborough ..Addington, Ont.
Lower Horton King's, N. S.
*Lucan Middlesex, N. R., Ont.
*Lucknow. Bruce, S. R., Ont.
Lunenburg Lunenburg, N. S.
*Lyn ...... Brockville, Ont.
Lynden. Wentworth, N. R., Ont.
Lynedock....Norfolk, S. R., Ont.
McGillivray. ..Middlesex, N. R., Ont.
Mabou.......... Inverness, N. S.
*Madoc ..Hastings, N. R., Ont.
Magnetawan......Muskoka, Ont.
Magog ... Stanstead, Que.
Mahone Bay ..Lunenburg, N. S.
Maitland ...... Hants, N. S.
*Manchester. Ontario, N. R., Ont.
Manilla .. Victoria, S. R., Ont.
Mansonville-Potton. Brome, Que.
Maple. ... York, W. R., Ont.
Markdale . .Grey, S. R., Ont.
*Markham .York, E. R., Ont
Massawippi .Stanstead, Que
Matane ... .Rimouski, Que.
Matapédia . Bonaventure, Que.
Maxwell. ....Grey, E. R., Ont.
Meadowvale ... Peel, Ont.
*Meaford. .....Grey, E. R., Ont.
*Melbourne . Richmond, Que.
Memramcook .Westmorland, N. B.
*Merrickville Grenville, N. B.
Middleton .... Annapolis, N. S.
Mildmay.. ...Bruce, S. R., Ont.
Milford Prince Edward, Ont.
Millbank ...Perth, N. R., Ont.
*Mill Brook. Durham, E. R., Ont.
*Mille Roches .Cornwall, Ont.
*Milton, West ...Halton, Ont.
Milverton... .Perth, N. R., Ont.

Minden....Peterboro', E. R., Ont.
*Mitchell. .Perth, S. R., Ont
Mohawk. ..Brant, S. R., Ont
Moncton. ......Westmorland, N. B.
Mono Mills .....Cardwell, Ont
*Montmagny.......Montmagny, Que.
*Montreal Montreal, Que.
Moore Lambton, Ont
*Morpeth . Bothwell, Ont
*Morrisburg Dundas, Ont
Morriston. ...Wellington, S. R., Ont
*Mount Brydges ... Middlesex, W. R., Ont
Mount Elgin Oxford, S. R., Ont
*Mount Forest Wellington, N. R., Ont
Mount Vernon.....Brant, S. R., Ont
*Muir Middlesex, E. R., Ont
*Murray Bay .Charlevoix, Que
Nairn Middlesex, N. R., Ont
Nanticoke.....Haldimand, Ont
Napanee.... ... Lennox, Ont
Napier . Middlesex, W. R., Ont
Napierville .Napierville, Que
Nassagiweya. . . Halton, Ont
Neustadt .....Grey, S. R., Ont
*Newborough Leeds, S. R., Ont.
*Newburgh Addington, Ont
*Newbury.. Middlesex, W. R., Ont
*Newcastle ...Durham, W. R., Ont.
Newcastle . Northumberland, N. B.
New Dundee Waterloo, S. R., Ont
*New Edinburgh. Russell, Ont
New Glasgow . .. Pictou, N. S.
*New Hamburg Waterloo, S. R., Ont
*New Market, York, N. R., Ont
Newport. .... Hants, N. S.
Newport Landing Hants, N. S.
New Ross. ...Lunenburg, N. S.
*Niagara ..... Niagara, Ont
Nicolet ... ... Nicolet, Que.
North Augusta .Grenville, S. R., Ont
North Douro. .. Peterborough, E. R., Ont
North Gower ... Carleton, Ont
North Port . ..Prince Edward, Ont
North Sydney... Cape Breton, N. S.
Norval ... . Halton, Ont
*Norwich.... Oxford, S. R., Ont
*Norwood.. Peterborough, E. R., Ont

Oakland . . . *Grant, S.R.*, Ont.
*Oakville . . . . . *Halton*, Ont.
*Odessa . . . . . *Lennox*, Ont.
*Oil Springs . . . *Lambton*, Ont.
Omemee . *Victoria, S.R.*, Ont.
*Onslow . . . *Pontiac*, Que
*Orangeville . *Dufferin, E.R.*, Ont.
*Orilla . . . *Simcoe, N.R.*, Ont.
Ormstown . *Chateauguay*, Que.
Oromocto . . . *Sunbury*, N. B.
*Orono . . . *Durham, W.R.*, Ont.
Orwell . . . . *Elgin, E.R.*, Ont.
*Oscoola . *Renfrew, N.R.*, Ont.
Osgoode . . . . *Russell*, Ont
*Oshawa . . . *Ontario, S.R.*, Ont
*Oso . . . . . *Kent, N.R.*, N. B
*Ottawa . . . . *Carleton*, Ont
*Owen Sound . . . *Grey, N.R.*, Ont

*Packs . . . *Bruce, N.R.*, Ont
Pakenham . *Lanark, N.R.*, Ont
Paisley . . . . *Bruce*, Ont
Pa s . . . . *Brant, N.R.*, Ont
Pars H . *Muskoka, N.R.*, Ont
Parrsboro . . . *Cumberland*, N. S
Parry Sound . *Muskoka*, Ont
Pa . . . . *Bonaventure*, Que
Pa . . . . *York, W.R.*, Ont
*Pembroke . . . *Renfrew, N.R.*, Ont
*Penetanguishene . *Simcoe, N.R.*, Ont
Pe . . . . *Kent, N.R.*, N. B
Pe . . . . *Gaspe*, Que
*Perth . . . . *Lanark, S.R.*, Ont
*Peterborough . *Peterborough, W.R.*, Ont
Petersville . . . *Queens*, N. B
*Petrolia . . . *Lambton*, Ont
Phillipsburg, East . *Missisquoi*, Que
Pickering . . . *Ontario, S.R.*, Ont
*Picton . . . *Prince Edward*, Ont

Pictou . . . . *Pictou*, N. S.
Pike River . . *Missisquoi*, Que
*Plantagenet . . . *Prescott*, Ont.
Point Edward . *Lambton*, Ont.
*Point St. Charles . *Jacques Cartier*, Que
*Portage du Fort . *Pontiac*, Que.
*Port Burwell *Elgin, E.R.*, Ont.
Port Carling . . *Muskoka*, Ont.
*Port Colborne . *Welland*, Ont.
*Port Dalhousie . *Lincoln*, Ont.
*Port Dover *Norfolk, S.R.*, Ont.
*Port Elgin . *Bruce, N.R.*, Ont.
Port Hastings . *Inverness*, N. S.
Port Hawkesbury . *Inverness*, N. S.
Port Hood . . . *Inverness*, N. S.
*Port Hope *Durham, E.R.*, Ont.
Port Medway . *Queens*, N. S.
Port Mulgrave . . . *Inverness*, N. S.
*Port Robinson . *Welland*, Ont.
*Port Rowan *Norfolk, S.R.*, Ont.
Port Rowan *Norfolk, S.R.*, Ont.
*Port Stanley *Elgin, E.R.*, Ont
Port William . *Kent*, N. S
*Prescott . *Grenville, S.R.*, Ont
*Preston . *Waterloo, N.R.*, Ont
Preston . . . *Grey, E.R.*, Ont
*Prince Albert . *Ontario, N.R.*, Ont.
*Princeton . *Oxford, N.R.*, Ont.
Pugwash . . . *Cumberland*, N. S.
Puslinch . . *Wellington, S.R.*, Ont.
*Quebec . . . . *Quebec*, Que.
Ratho . . . . . *Oxford, N.R.*, Ont.
*Renfrew . . . *Renfrew, N.R.*, Ont
Rexbiucto . . . . *Kent*, N. B
Richmond Corner . . *Carleton*, N. B.
*Richmond, East . . . *Richmond*, Que.
*Richmond, West . *Carleton*, Ont

*Richmond Hill . *York, W.R.*, Ont
Rideau . . . . *Bathurst*, Que.
*Rimouski . . . *Rimouski*, Que.
River John . . . *Pictou*, N. S
River Philip . *Cumberland*, N. S
Riversdale . . . *Bruce, N.R.*, Ont.
*Rivière du Loup (en bas) . *Temiscouata*, Que
Rivière du Loup (en haut) . *Maskinongé*, Que
Robinson . . . . *Compton*, Que
Rockingham . *Renfrew, N.R.*, Ont.
Rock Island . . . *Stanstead*, Que.
Rockwood . . . *Wellington, S.R.*, Ont.
Rogerville . . . *Bruce, N.R.*, Ont.
*Rondeau . . . . *Kent*, Ont
*Rosemont . . . *Simcoe, N.R.*, Ont.
Roxton Falls . . . *Shefford*, Que.
Russell . . . . *Russell*, Ont

St. Andrews . . *Chatham*, N. B.
St. Andrews . *Antigonish*, N. S
St. Andrews, East . *Argenteuil*, Que.
St. Albanus . . . . *Dorchester*, Que
*St. Catharines, West . . . *Lincoln*, Ont
*St. Croix . . . . *Huntingdon*, Que
St. Eustache . . . *Two Mountains*, Que
St. Eustache . . . *Terrebonne*, Que
St. Eustache . . . *Prescott*, Que
St. Eustache . . . *Two Mountains*, Que
St. Ferdinand . . *Mégantic*, Que
St. George . . . *Charlotte*, N. B
St. George, Brant . *Brant, N.R.*, Ont.
St. Hugues . . . *Bagot*, Que.
*St. Hyacinthe . *St. Hyacinthe*, Que.
*St. Jacob's *Waterloo, N.R.*, Ont.
St. Jean Chrysostome . *Chateauguay*, Que
*St. Jerome . . . *Terrebonne*, Que.
*St. John . . . . *St. John*, N. B.
*St. John's, East *St. John's*, Que

St. Martin's . . *St. John*, N. B.
*St. Mary's . . . *Perth, S.R.*, Ont.
*St. Paul's Bay *Charlevoix*, Que.
St. Peter's . . . *Richmond*, N. S.
St. Polycarpe . . *Soulanges*, Que.
St. Remi . . . . *Napierville*, Que.
St. Roch de Québec *Quebec City*, East, Que.
St. Sauveur de Québec . *Quebec*, Que.
St. Scholastique . *Two Mountains*, Que.
St. Stephen . . *Charlotte*, N. B.
St. Sylvester . . *Lotbiniere*, Que.
Ste. Therese de Blainville . . . *Terrebonne*, Que
*St. Thomas, West *Elgin, E.R.*, Ont
St. Williams . *Norfolk, S.R.*, Ont
Sackville . . . *Westmorland*, N. B
Salisbury . . . *Westmorland*, N. B.
*Sandwich . . . . *Essex*, Ont
Sandy Cove . . . *Digby*, N. S.
*Sarnia . . . . *Lambton*, Ont.
*Saugeen . . . *Bruce, N.R.*, Ont
*Scarboro . . . *York, E.R.*, Ont
Schomberg . . . *York, N.R.*, Ont
*Scotland . . . *Brant, N.R.*, Ont
*Scotsburn . . . *Pictou*, N. S
Scotstown . . . *Frontenac*, Que
*Seaforth . . . *Huron, E.R.*, Ont
Sebringville . . . *Perth*, Ont
*Seneca . . . . *Haldimand*, Ont.
Severn Bridge . . *Muskoka*, Ont
Shakespeare . . *Perth, S.R.*, Ont
Shannonville . . *Hastings*, Ont
Sharon . . . . *York, N.R.*, Ont
Shediac . . . *Westmorland*, N. B.
Sheet Harbour . *Halifax*, N. S.
Sheffield . . . *Sunbury*, N. B.
Shelburne . . . *Shelburne*, N. S.
*Sherbrooke . . *Sherbrooke*, Que
Shediac . . . *Inverness*, N. S
Shubenacadie . *Colchester*, N. S
*Simcoe . . . . *Norfolk, N.R.*, Ont

Singhampton . *Simcoe, N.R.*, Ont
*Smith's Falls . . *Lanark, S.R.*, Ont.
*Smithville . . . *Lincoln*, Ont.
Sombra . . . . *Bothwell*, Ont.
Somerset . . . *Mégantic*, Que.
*Sorel . . . . *Richelieu*, Ont
*South Quebec . . *Frontenac*, Que
*Sparta . . . . *Elgin, E.R.*, Ont
Spencerville . *Grenville, S.R.*, Ont.
Springfield . . *Kings*, N. B.
Springford . . *Oxford, S.R.*, Ont.
Stanfold . . . *Shefford*, Que.
*Stanstead . . . *Stanstead*, Que.
*Stayner . . . *Simcoe, N.R.*, Ont.
Stellarton . . . *Pictou*, N. S.
*Stirling . . . *Hastings, N.R.*, Ont.
Stony Creek . . *Wentworth, S.R.*, Ont.
Stouffville . . . *York, N.R.*, Ont.
Strabane . *Wentworth, N.R.*, Ont.
Strathadrville . *Elgin, E.R.*, Ont.
*Stratford . . . *Perth, N.R.*, Ont
*Strathroy . . . *Middlesex, W.R.*, Ont
*Streetsville . . . . *Peel*, Ont.
Sussex Vale . . *Kings*, N. B
Sutton . . . . *Brome*, Que
Swanesburg . . *Missisquoi*, Que
Sydney . . . . *Cape Breton*, N. S
Sydney Mines . *Cape Breton*, N. S
Sylvan . . . . *Montmorency*, N. B., Ont.

Tadousac . . . *Saguenay*, Que
Tamworth . . . *Addington*, Ont.
Tangier . . . . *Hilsboro*, N. S
Tara . . . . . *Bruce, N.R.*, Ont.
Tatamagouche . *Colchester*, N. S
Tavistock . . . *Perth, S.R.*, Ont
*Tee-water . . . *Bruce, S.R.*, Ont
Terrebonne . . *Terrebonne*, Que
Thamesford . *Oxford, N.R.*, Ont
Thamesville . . . *Kent*, Ont
*Thornhill . . . *York, W.R.*, Ont.
*Thorold . . . . *Welland*, Ont.

*Three Rivers . . . . *Three Rivers*, Que.
*Thurso . . . . *Ottawa*, Que
Tilbury, East . . *Kent*, Ont
*Tillsonburg . *Oxford, N.R.*, Ont.
Tiverton . . . *Bruce, N.R.*, Ont
*Toronto . . . . *Toronto*, Ont.
*Trenton . . . *Hastings, W.R.*, Ont
Truro . . . . *Colchester*, N. S
Tullamore . . . *Peel*, Ont.
Tusket . . . . *Yarmouth*, N. S.
*Tweed . . . . *Hastings, E.R.*, Ont.

Ulverton . . . *Drummond*, Que.
Union . . . . *Elgin, E.R.*, Ont.
*Uxbridge . . *Ontario, N.R.*, Ont.

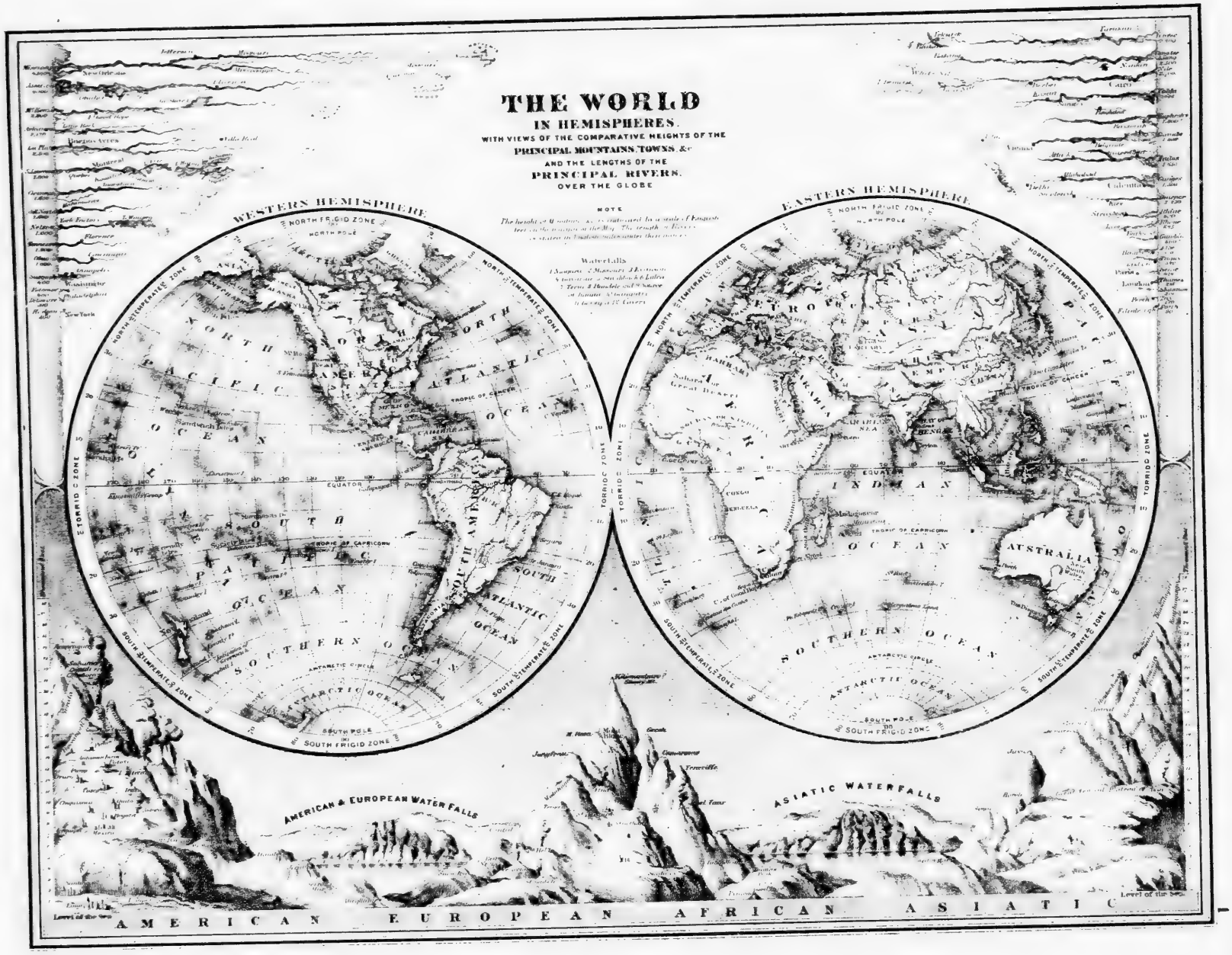
*Valleyfield . *Beauharnois*, Que.
Vanbrugh . *Renfrew, N.R.*, Ont
*Vankleek Hill . *Prescott*, Ont
*Vienna . . . . *Elgin, E.R.*, Ont
*Village des Aulnaies . *L'Islet*, Que.
*Vittoria . . *Norfolk, S.R.*, Ont.

Wales . . . . *Stormont*, Ont
*Walkerton . . *Bruce, N.R.*, Ont
Wallace . . . *Cumberland*, N. S
*Wallaceburgh . . *Kent*, Ont
Wallacetown . *Elgin, W.R.*, Ont
*Waterville . . *Hants, W.R.*, Ont
Warkworth . . . *Northumberland, E.R.*, Ont
Warsaw . . . *Peterborough, E.R.*, Ont
Warwick, West . *Lambton*, Ont
*Waterdown . *Wentworth, N.R.*, Ont
*Waterford *Norfolk, N.R.*, Ont
*Waterloo, East *Shefford*, Que
*Waterloo, West *Waterloo, N.R.*, Ont
Watford . . . *Lambton*, Ont
*Welland . . . *Welland*, Ont

Welland Port . . *Monck*, Ont
*Wellesley . . . *Waterloo, N.R.*, Ont.
Wellington . *Prince Edward*, Ont
*Wellington Square . *Halton*, Ont.
Welsford . . . . *Queens*, N. B.
West Bay . . . *Inverness*, N. S
*West Farnham . *Missisquoi*, Que
West Flamboro' . *Wentworth*, N. R. Ont.
*Weston . . . *York, W.R.*, Ont
Westport . . . *Digby*, N. S
*West Winchester . *Dundas*, Ont
Weymouth . . . *Digby*, N. S
*Whitby . . . *Ontario, S.R.*, Ont.
Whitevale . . *Ontario*, Ont.
Whycocomagh . *Inverness*, N. S
Wiarton . . . *Bruce, N.R.*, Ont.
Widder Station . *Lambton*, Ont
Wilmot . . . . *Annapolis*, N. S
*Windsor . . . . *Essex*, Ont
Windsor . . . . *Hants*, N. S
Wingham . . . *Bruce, N.R.*, Ont
Wolfville . . . *Kings*, N. S
*Woodstock . . *York, W.R.*, Ont
Woodstock . . *Carleton*, N. B
*Woodville . . *Victoria, N.R.*, Ont
*Woodstock . . *Brant, N.R.*, Ont
*Wyoming . . . *Lambton*, Ont

Yamachiche . *St. Maurice*, Que.
Yarmouth . . . *Yarmouth*, N. S
York . . . . . *Haldimand*, Ont
Yorkvil . . . . *York, E.R.*, Ont

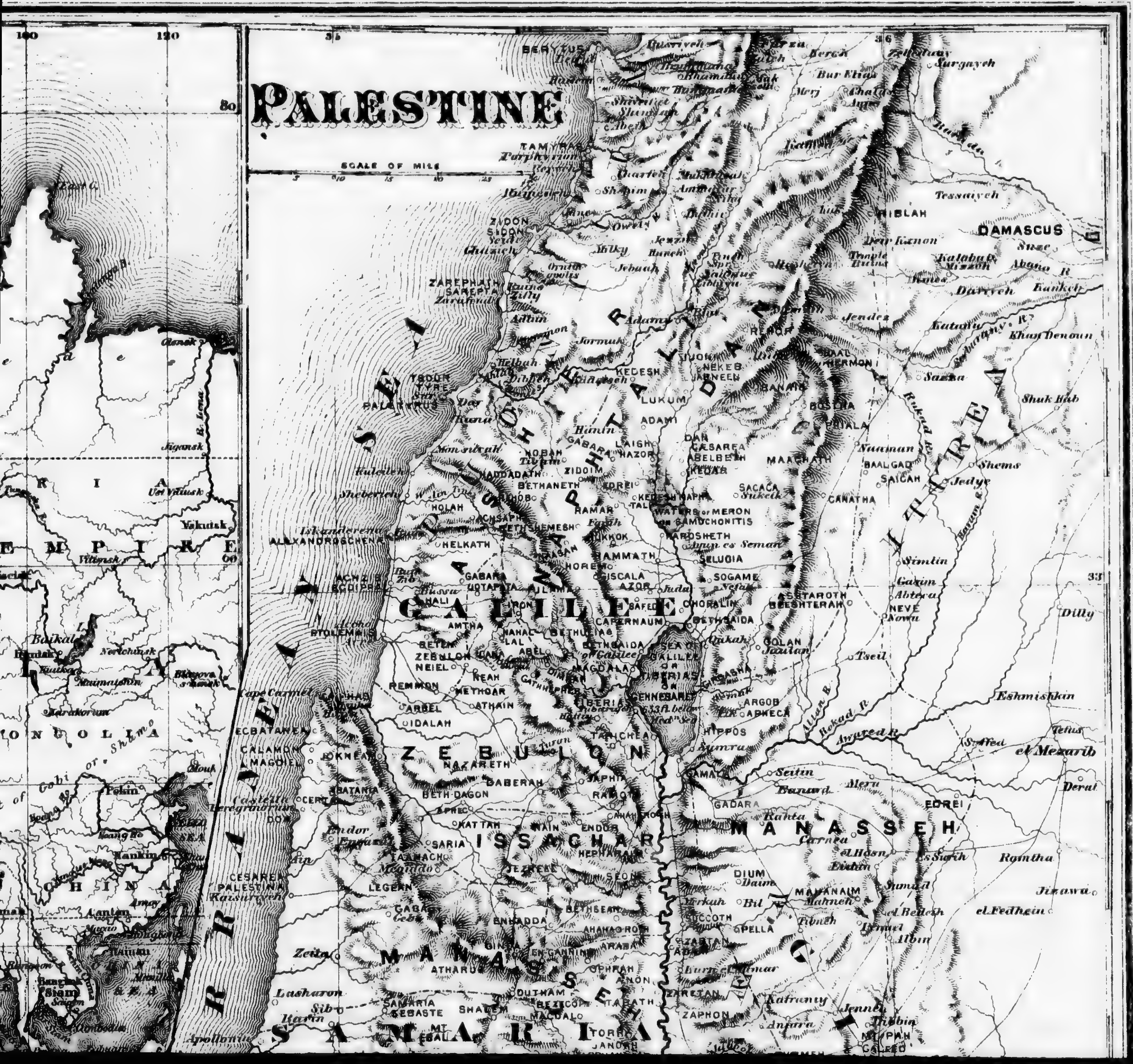
Zurich . . . . *Huron, S.R.*, Ont

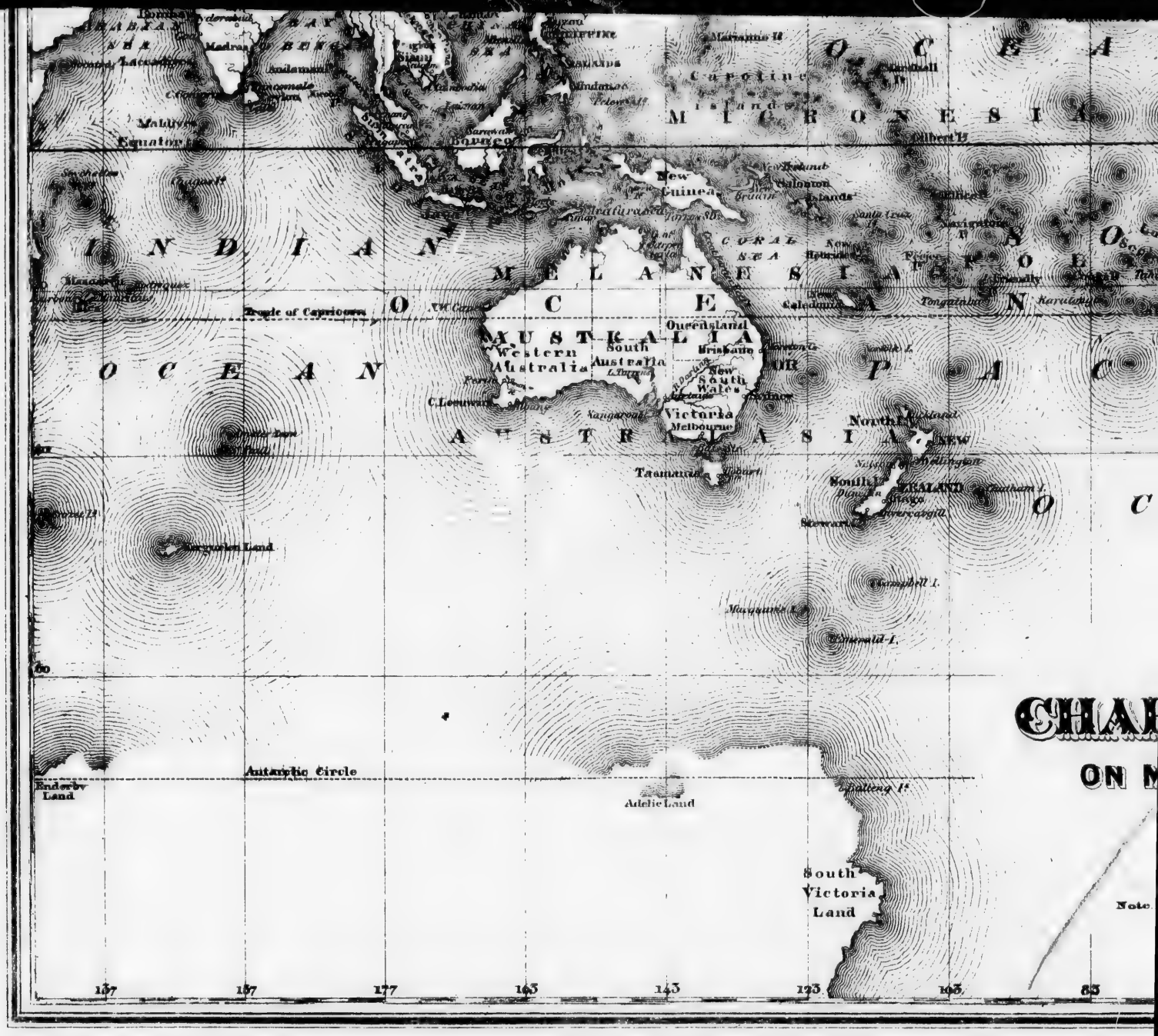

THE WORLD
IN HEMISPHERES,
WITH VIEWS OF THE COMPARATIVE HEIGHTS OF THE
PRINCIPAL MOUNTAINS, TOWNS, &c
AND THE LENGTHS OF THE
PRINCIPAL RIVERS,
OVER THE GLOBE
NOTE
Waterfalls
WESTERN HEMISPHERE
EASTERN HEMISPHERE
NORTH FRIGID ZONE
NORTH TEMPERATE ZONE
TORRID ZONE
SOUTH TEMPERATE ZONE
SOUTH FRIGID ZONE
NORTH POLE
SOUTH POLE
EQUATOR
TROPIC OF CANCER
TROPIC OF CAPRICORN
ANTARCTIC CIRCLE
NORTH PACIFIC OCEAN
NORTH ATLANTIC OCEAN
SOUTH PACIFIC OCEAN
SOUTH ATLANTIC OCEAN
SOUTHERN OCEAN
ANTARCTIC OCEAN
INDIAN OCEAN
AUSTRALIA
AMERICAN & EUROPEAN WATER FALLS
ASIATIC WATERFALLS
AMERICAN
EUROPEAN
AFRICAN
ASIATIC

ARCTIC OCE
Novaya Zemlya
Sea
Obdorsk
Tobolsk
Tomsk
Barnaul
Orenburg
Balkash
TURKESTAN
INDEPENDENT
TARTARY
PERSIA
Cabool
Scinde
INDIA
Oman
Bombay
Madras
Calcutta
Cambay
Yakutsk
Jigansk
Okotsk
Nikolaevsk
Irkutsk
Nerchinsk
Karakorum
MONGOLIA
MANTCHOORIA
Pekin
Nankin
CHINA
Canton
Macao
Hongkong
Siam
Bangkok
Tibet
Lassa
Tchernaya
Kamtchatka
Petropavlovsk
Tchukchees
Anadirsk
Prof Wales
Navarin
BEHRING SEA
Okhotsk SEA
Tropic of Cancer
Sandwich
Marianne Is
Caroline
Marshall
PACIFIC OCEAN

160
100
140
120
100
80
60
40
20
West
Grinnell Land
Washington Land
Ellesmere Land
Prudhoe Land
Cornwall
Parry Islands
North Lincoln
North Devon
Melville I.
Melville Sound
Banks Land
Pr. Albert Land
Prince of Wales Land
Victoria Land
Wollaston Land
Cockburn I.
Lancaster Sound
BAFFIN BAY
GREENLAND
Scoresby Land
Christianshaab
Davis Strait
Arctic Circle
Great Bear Lake
Great Slave L.
Mackenzie R.
Yukon R.
Pr. of Wales
ALASKA
(To United States)
BRITISH AMERICA
HUDSON BAY
Rupert's Land
York Factory
Labrador
Nain
GREENLAND SEA
ICELAND
Reykjavik
Faroe Isl.
Hebrides
BRITISH ISLANDS
Dublin
Newfoundland
NORTH AMERICA
CANADA
Quebec
Montreal
Ottawa
Toronto
Nova Scotia
Winnipeg
Fort Garry
Fort Albany
Fort Simpson
Vancouver I.
British Columbia
Q. Charlotte I.
Aleutian Islands
BERING SEA
Sitka
Oregon
San Francisco
California
Utah
Denver
Chicago
Omaha
St. Louis
Washington
New York
Boston
Hatteras
Charleston
Wilmington
Savannah
Bermuda
Texas
Galveston
Mexico
GULF OF MEXICO
Havana
Bahama Is.
Haiti
WEST INDIA ISLANDS
Porto Rico
Jamaica
Belize
Acapulco
CENTRAL AMERICA
CARIBBEAN SEA
Caracas
Trinidad
Sandwich Is.
Tropic of Cancer
NORTH PACIFIC OCEAN
NORTH ATLANTIC OCEAN
Senegambia
Sierra Leone
Cape Verde Is.
St. Louis

West
East
EENLAND
Scoresby Land
Spitzbergen
Lapland
Arctic Circle
ICELAND
Finland
Kara Sea
S I B E R I A
R U S S I A N E M P I R E
R U S S I A
GERMANY
Paris
Bay of Biscay
SPAIN
Algeria
MAROCCO
TRIPOLI
Sahara or Great Desert
Tropic of Cancer
Nubia
Mecca
ARABIA
Oman
PERSIA
TURKESTAN
INDEPENDENT
TARTARY
TIBET
MONGOLIA
Desert of Gobi or Shamo
Pekin
Canton
Calcutta
Madras
Senegambia
Sierra Leone
Guinea
Abyssinia
Khartoom
N O R T H
N T I C
C E A N
GREENLAND SEA
BRITISH ISLANDS
IRELAND
Lisbon
Madeira
Baikal


PALESTINE
SCALE OF MILE
SEA
GALILEE
ZEBULON
ISSACHAR
MANASSEH
SAMARIA
NAPHTALI
ASHER
DAN
ITUREA
DAMASCUS
BERYTUS
ZIDON
SIDON
ZAREPHATH
SAREPTA
TYRE
PTOLEMAIS
Cape Carmel
CESAREA PALESTINA
KEDESH
HAZOR
DAN
BAAL HERMON
CAPERNAUM
BETHSAIDA
SEA OF GALILEE OR TIBERIAS OR GENNESARET
TIBERIAS
NAZARETH
GADARA
PELLA
SUCCOTH
SAMARIA
SEBASTE
JEZREEL
CANATHA
HIPPOS
CHORAZIN
RIBLAH
MAACHATH
CHINA
EMPIRE
MONGOLIA
Pekin
Nankin
Canton


CHAR
ON M
Madras
Ceylon
Maldives
Equator
Sumatra
Borneo
Celebes
Philippine
Marianne Is
Caroline
Islands
MICRONESIA
Gilbert Is
New
Guinea
New Ireland
Solomon
Islands
CORAL
SEA
Navigators
Is
Fiji
Tonga
Caledonia
MELANESIA
INDIAN
OCEAN
Tropic of Capricorn
AUSTRALIA
Western
Australia
South
Australia
Queensland
Brisbane
New
South
Wales
Victoria
Melbourne
Tasmania
C. Leeuwin
Kangaroo I.
AUSTRALASIA
North
South
NEW
ZEALAND
Stewart I.
Campbell I.
Macquarie I.
Emerald I.
Kerguelen Land
Antarctic Circle
Enderby
Land
Adelie Land
Balleny Is
South
Victoria
Land
157
167
177
163
143
123
103
83

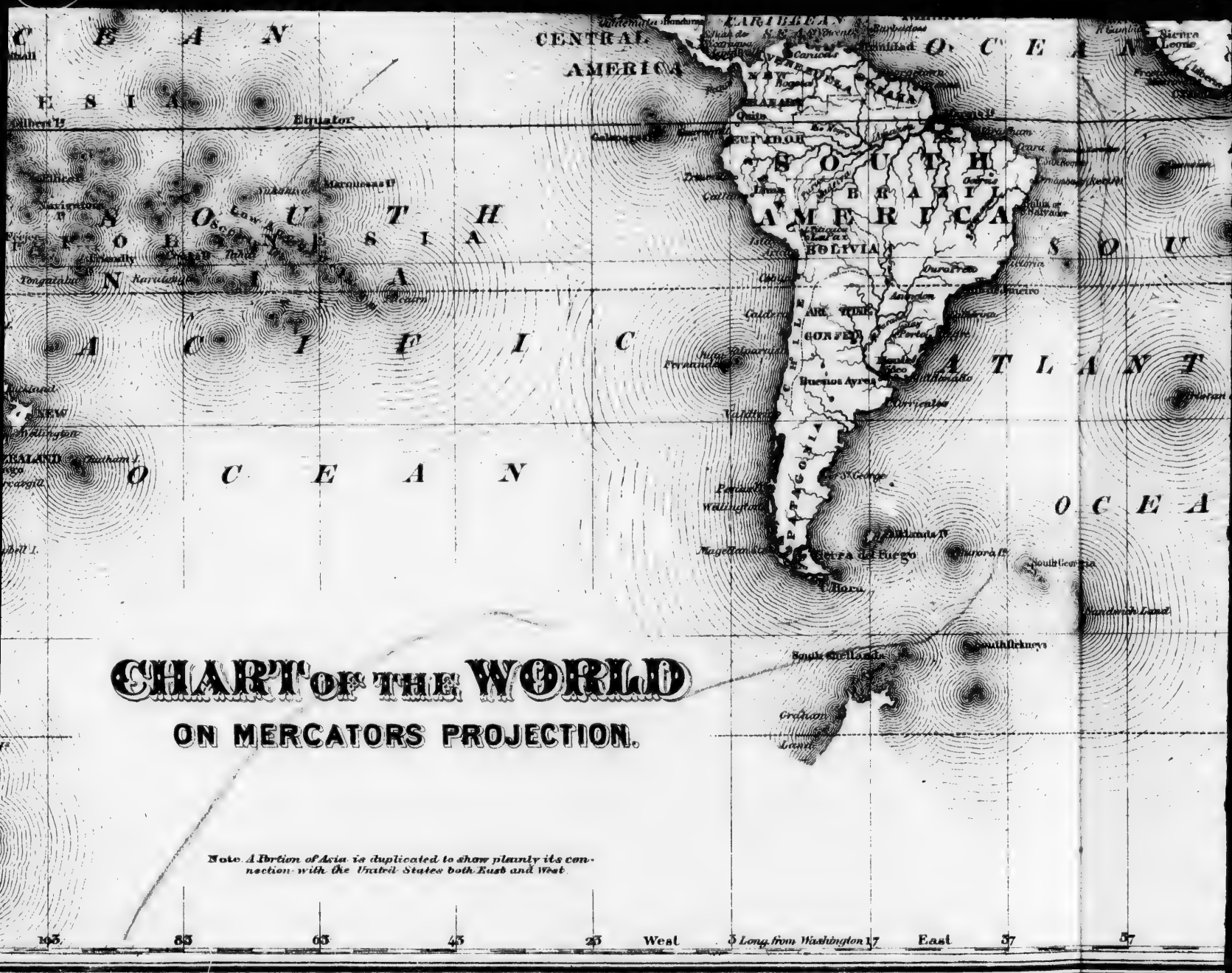


CHART OF THE WORLD
ON MERCATORS PROJECTION.
Note. A Portion of Asia is duplicated to show plainly its connection with the United States both East and West
CENTRAL AMERICA
SOUTH AMERICA
BRAZIL
BOLIVIA
ARGENTINE CONFED.
PATAGONIA
Buenos Ayres
Quito
Lima
Caracas
Trinidad
Equator
Galapagos
Tierra del Fuego
Falkland Is.
South Georgia
South Shetlands
South Orkneys
Graham Land
Sandwich Land
Magellan Str.
Pitcairn
Tongatabu
Rarotonga
Marquesas Is.
Wellington
Chatham I.
Bermuda
Sierra Leone
Liberia
Gilbert Is.
Bahia
Rio Janeiro
Pernambuco
Para
Cayenne
Guatemala
Honduras
Panama
Porto Rico
Jamaica
Cuba
Hayti
Curaçao
Aruba
Bonaire
Tobago
Barbados
Grenada
Martinique
Guadeloupe
Dominica
Montevideo
Valparaiso
Coquimbo
Iquique
Arica
Callao
Cape Horn
Cape Verde Is.
Canary Is.
Madeira Is.
Azores Is.
Bermuda Is.
Falkland Is.
Ascension
St. Helena
Tristan d'Acunha
Kerguelen Is.
Amsterdam Is.
Prince Edward Is.
Crozet Is.
Marion Is.
Heard Is.
Macquarie Is.
Auckland Is.
Chatham Is.
Kermadec Is.
Tonga Is.
Samoa Is.
Fiji Is.
Marshall Is.
Caroline Is.
Mariana Is.
Philippine Is.
Formosa
Hong Kong
Canton
Pekin
Tokio
Yokohama
Hakodate
Sitka
Kamchatka
Aleutian Is.
Sandwich Is.
Kerguelen Is.
Equator
Tropic of Cancer
Tropic of Capricorn
Arctic Circle
Antarctic Circle
105
85
65
45
25
West
5 Long. from Washington
17
East
37
57

Senegambia
Guinea
Lower
Guinea
Angola
Benguela
Abyssinia
Zanguebar
Mozambique
Madagascar
Cape
Colony
Kafraria
S O U T H
A T L A N T I C
O C E A N
I N D I A N
O C E A N
Equator
Tropic of Capricorn
Antarctic Circle
Enderby
Land
South Georgia
Sandwich Land
Kerguelen Land
37
57
77
97
117
137
157

AZOTUS PAROLIAE
ASHDOD
ASCALON
ESHTAOL
EKRON
GIBBETHON
JUDAH
SIMEON
GAZA
HAZOR SUSAH
ANTEDON
RORIPPIA
THABATHA
SANSANNAH
MADMANNAH
MINOIS
BEZOR
JETTAN
BESOR BROOK
HAZARSHUEL
CHESIL or BETHEL
HORMAN
SHEBA
TELEM
BALAH
LIPH
MOLADA
AZEM
AMAMSHEMA
AZMON
HESHMON
ELUSHA
ZIKLAG

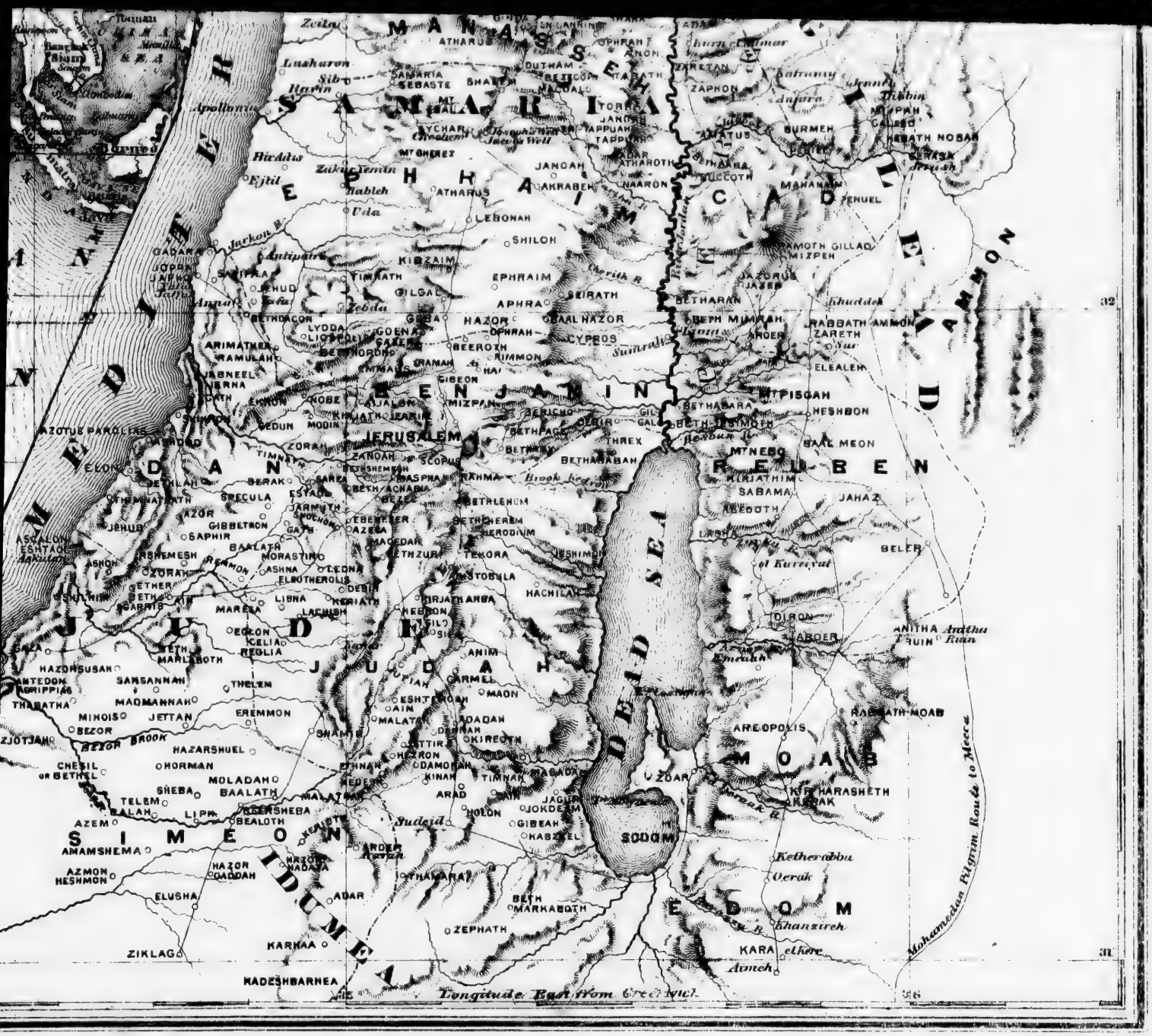
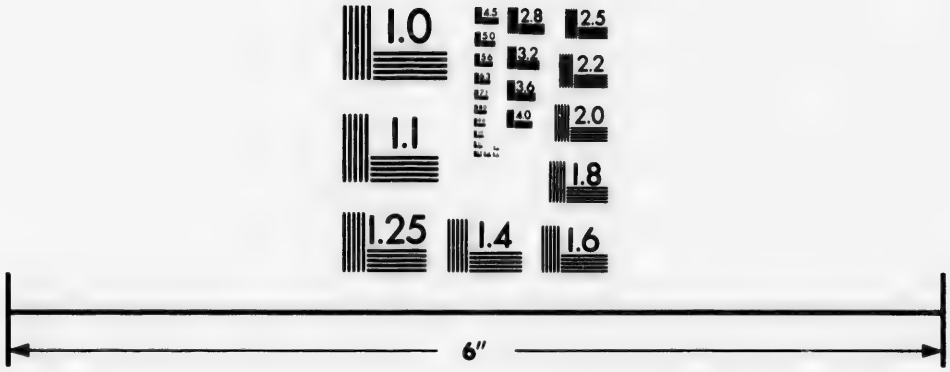

MANASSEH
SAMARIA
EPHRAIM
GILEAD
AMMON
BENJAMIN
JERUSALEM
DAN
REUBEN
JUDAH
SIMEON
IDUMEA
MOAB
EDOM
DEAD SEA
SODOM
Mohamedan Pilgrim Route to Mecca
Longitude East from Greenwich

IMAGE EVALUATION
TEST TARGET (MT-3)



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Sciences
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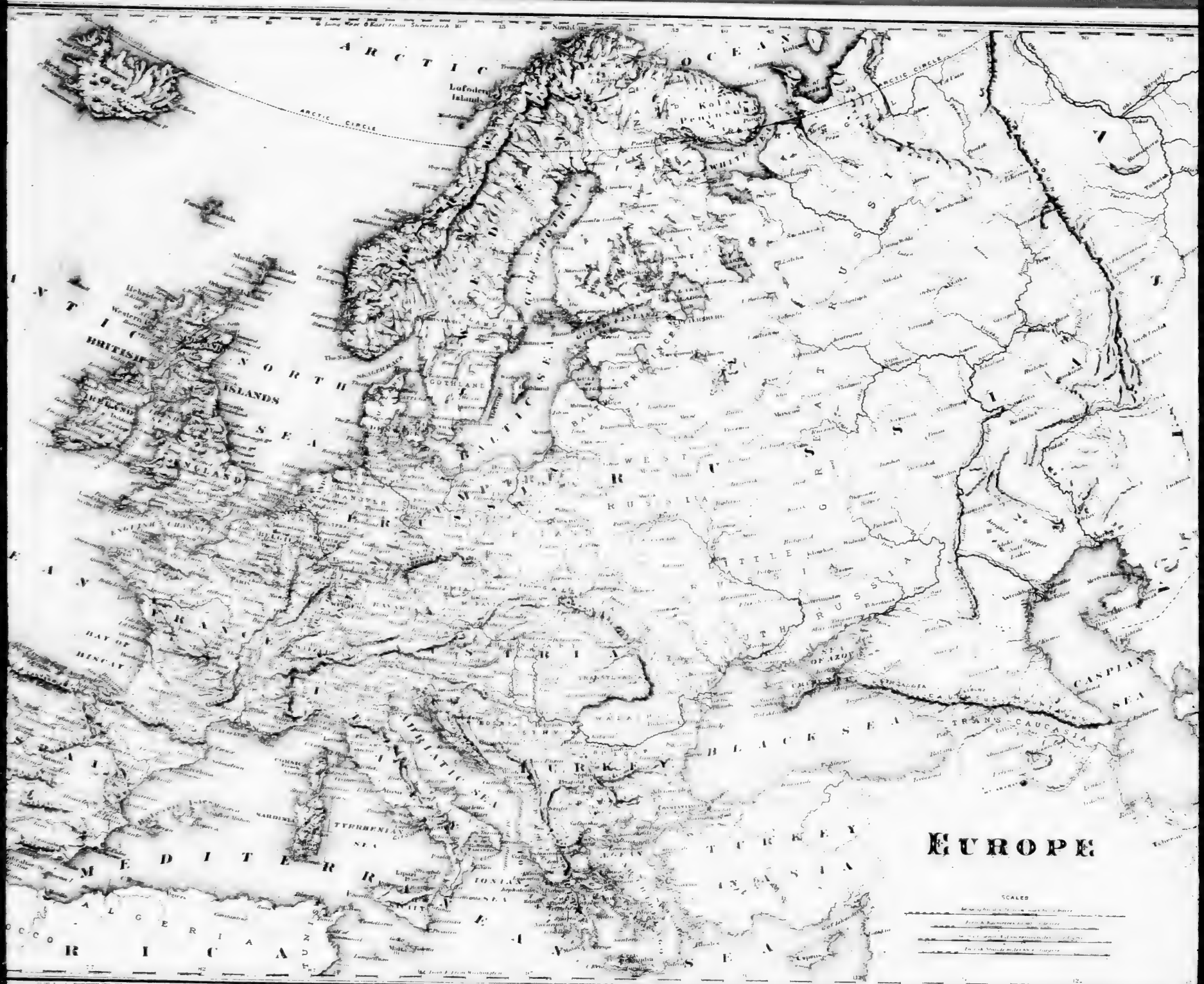
WEBSTER, N.Y. 14580
(716) 872-4503

1.0
2.8
3.2
3.6
2.5
2.2
2.0
1.8
1.6
1.1
1.0

ARCTIC OCEAN
ARCTIC CIRCLE
Lofoden Islands
Kola Peninsula


EUROPE
ARCTIC OCEAN
ARCTIC CIRCLE
Lofoden Islands
Kola Peninsula
WHITE SEA
GULF OF BOTHNIA
GOTHLAND
BALTIC SEA
BRITISH ISLANDS
NORTH SEA
ENGLAND
ENGLISH CHANNEL
BAY OF BISCAY
FRANCE
AUSTRIA
WEST RUSSIA
LITTLE RUSSIA
SOUTH RUSSIA
SEA OF AZOV
CRIMEA
CASPIAN SEA
TRANS-CAUCASIA
BLACK SEA
TURKEY
TURKEY IN ASIA
ADRIATIC SEA
TYRRHENIAN SEA
IONIAN SEA
MEDITERRANEAN SEA
ALGERIA
SCALES

ARCTIC
ARCTIC CIRCLE
Lofoden Islands
Hammerfest
Bergen
Christiania
Stockholm
Copenhagen
Hamburg
Berlin
Warsaw
Kiev
Moscow
Kazan
Perm
Tobolsk
Tomsk
Irkutsk
Yakutsk
Ekaterinburg
Tiflis
Tashkent
Bokhara
Samarkand
Kabul
Peshawar
Lahore
Delhi
Agra
Jeypore
Bombay
Poona
Hyderabad
Madras
Calcutta
Rangoon
Mandalay
Bangkok
Saigon
Hanoi
Canton
Hongkong
Shanghai
Nanking
Peking
Tientsin
Mukden
Vladivostok
Nagasaki
Kobe
Tokio
Yokohama
Osaka
Kyoto
Nagoya
Sapporo
Hakodate
Seoul
Pusan
Fusan
Taiwan
Manila
Cebu
Zamboanga
Singapore
Batavia
Sourabaya
Medan
Sumatra
Java
Borneo
Celebes
Ceylon
Colombo
Kandy
Karachi
Quetta
Multan
Lahore
Peshawar
Kabul
Herat
Kandahar
Teheran
Tabriz
Erzerum
Trebizond
Constantinople
Smyrna
Athens
Corfu
Malta
Gibraltar
Tangier
Algiers
Tunis
Tripoli
Cairo
Alexandria
Port Said
Suez
Jerusalem
Damascus
Beirut
Aden
Mecca
Medina
Jeddah
Muscat
Bushire
Basra
Baghdad
Mosul
Aleppo
Tripoli
Bengasi
Khartum
Massaua
Zanzibar
Mombasa
Dar-es-Salaam
Lourenço Marques
Beira
Tananarive
Madagascar
Mauritius
Reunion
Seychelles
Socotra
Perim
Obock
Zeila
Berbera
Kismayu
Lamu
Pemba
Mozambique
Quelimane
Tete
Blantyre
Zomba
Salisbury
Bulawayo
Pretoria
Johannesburg
Durban
Cape Town
Port Elizabeth
East London
Kimberley
Windhoek
Walvis Bay
Luderitz
Swakopmund
Boma
Banana
Matadi
Leopoldville
Stanleyville
Bangala
Lado
Khartum
Fashoda
Omdurman
Wadai
Kano
Zaria
Lagos
Accra
Cape Coast
Sierra Leone
Freetown
Monrovia
Dakar
St. Louis
Timbuktu
Tombouctou
Gao
Bamako
Kayes
Tripoli
Bengasi
Cairo
Alexandria
Port Said
Suez
Jerusalem
Damascus
Beirut
Aden
Mecca
Medina
Jeddah
Muscat
Bushire
Basra
Baghdad
Mosul
Aleppo
Tripoli
Bengasi
Khartum
Massaua
Zanzibar
Mombasa
Dar-es-Salaam
Lourenço Marques
Beira
Tananarive
Madagascar
Mauritius
Reunion
Seychelles
Socotra
Perim
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Lado
Khartum
Fashoda
Omdurman
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Dakar
St. Louis
Timbuktu
Tombouctou
Gao
Bamako
Kayes
Tripoli
Bengasi
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Port Said
Suez
Jerusalem
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Aden
Mecca
Medina
Jeddah
Muscat
Bushire
Basra
Baghdad
Mosul
Aleppo
Tripoli
Bengasi
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Massaua
Zanzibar
Mombasa
Dar-es-Salaam
Lourenço Marques
Beira
Tananarive
Madagascar
Mauritius
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Socotra
Perim
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Zeila
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Kismayu
Lamu
Pemba
Mozambique
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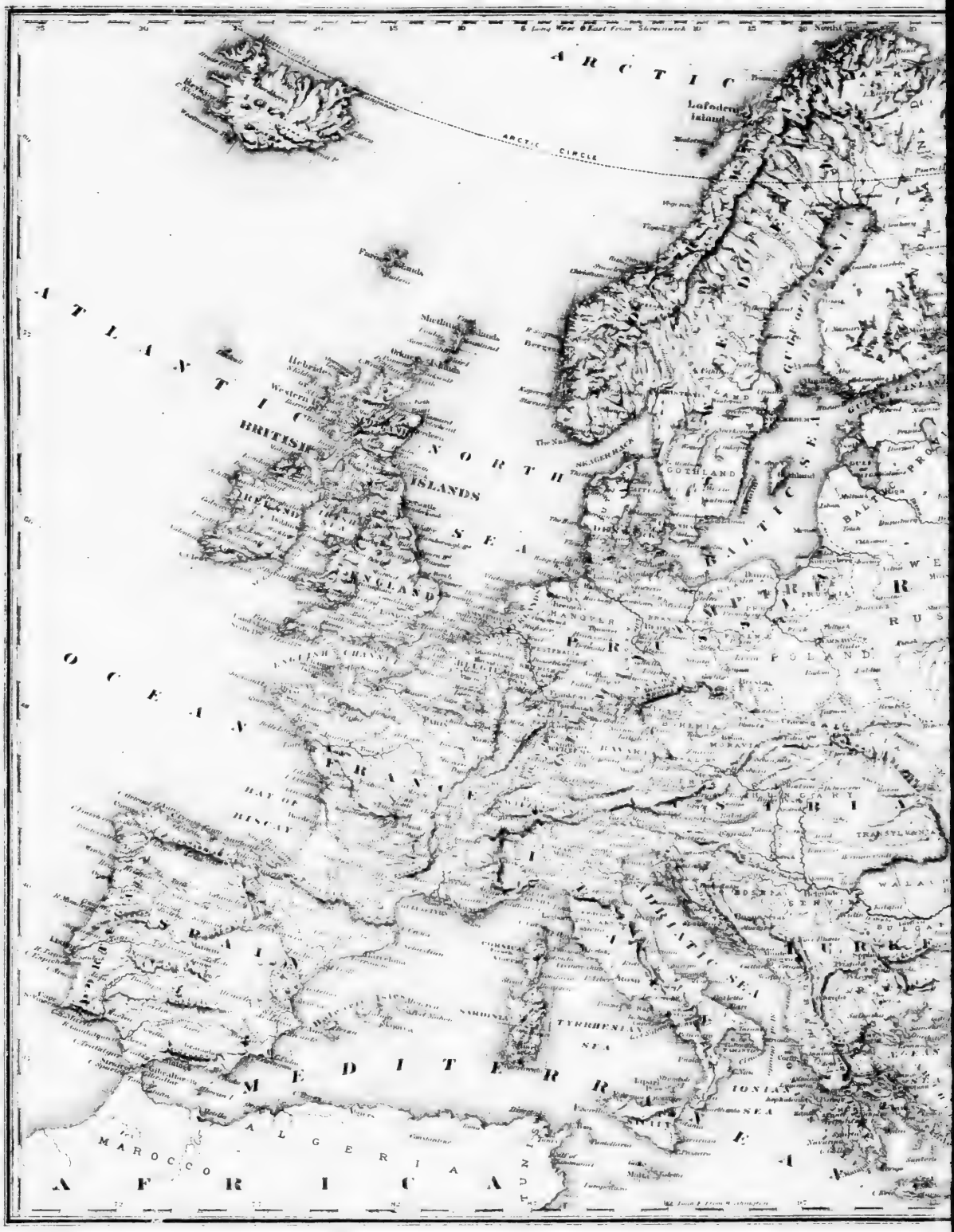
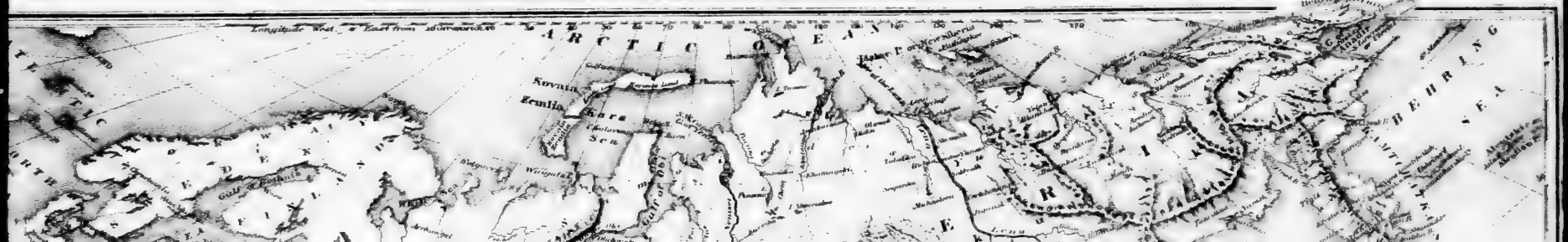
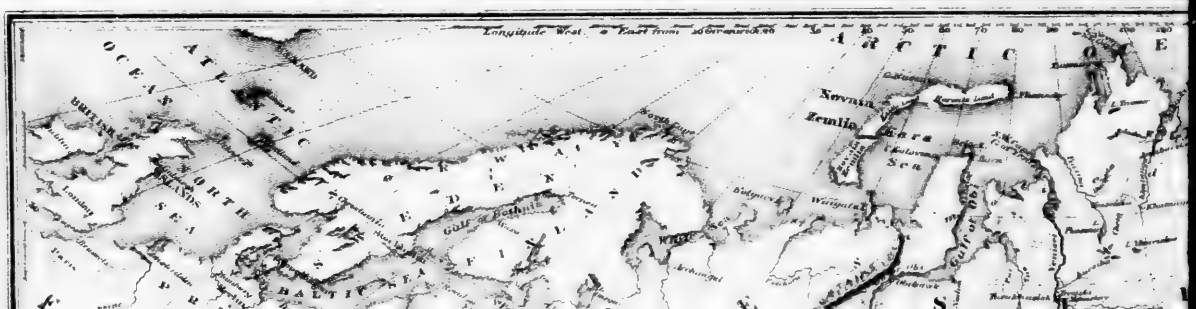
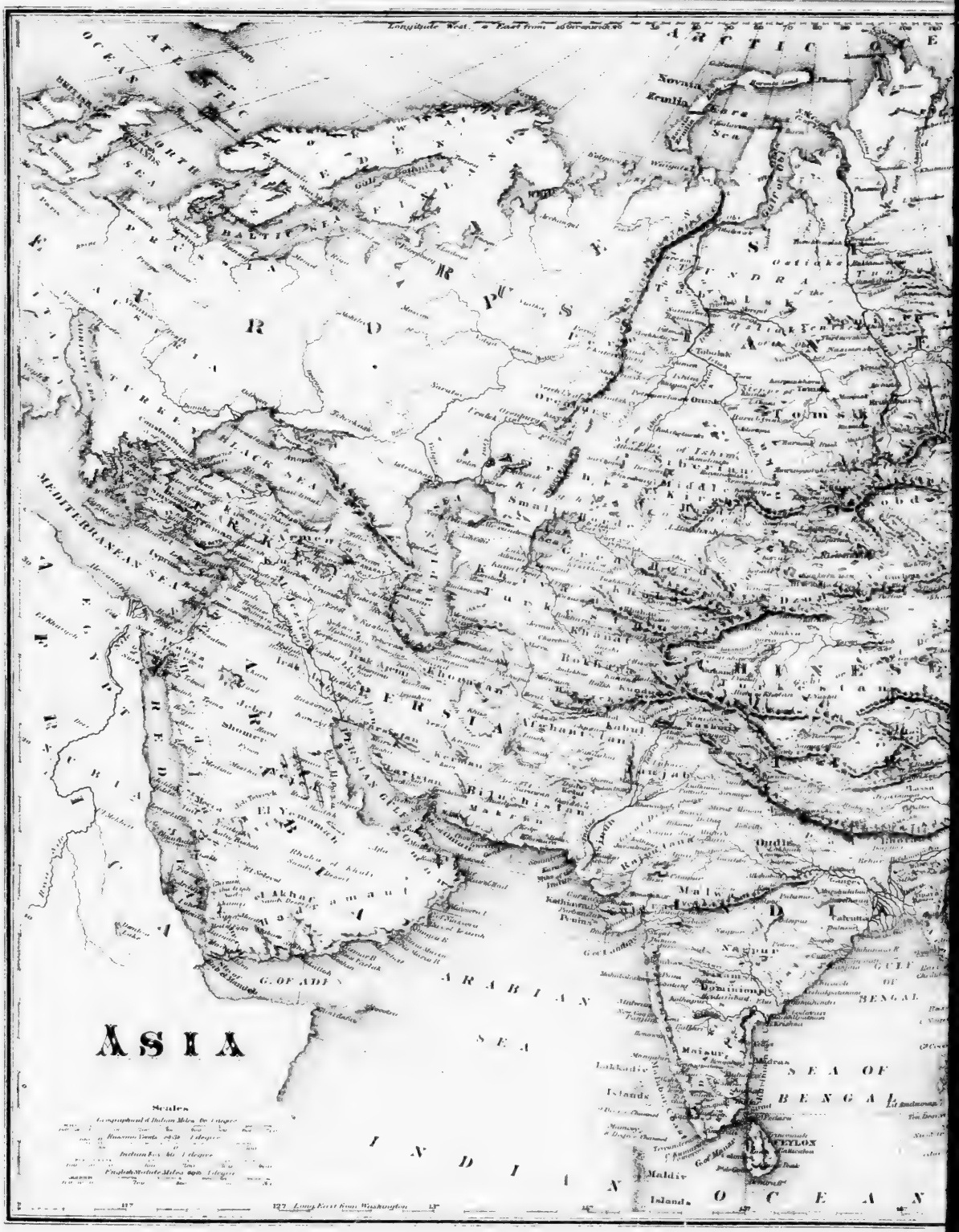
Tete
Blantyre
Zomba
Salisbury
Bulawayo
Pretoria
Johannesburg
Durban
Cape Town
Port Elizabeth
East London
Kimberley
Windhoek
Walvis Bay
Luderitz
Swakopmund
Boma
Banana
Matadi
Leopoldville
Stanleyville
Bangala
Lado
Khartum
Fashoda
Omdurman
Wadai
Kano
Zaria
Lagos
Accra
Cape Coast
Sierra Leone
Freetown
Monrovia
Dakar
St. Louis
Timbuktu
Tombouctou
Gao
Bamako
Kayes


ARCTIC
ARCTIC CIRCLE
Lofoden Islands
Faroe Islands
Shetland Islands
Orkney Islands
Hebrides
Western Islands
BRITISH ISLANDS
IRELAND
ENGLAND
NORTH SEA
ATLANTIC OCEAN
SKAGERRACK
GOTHLAND
BALTIC SEA
GULF OF BOTHNIA
HANOVER
PRUSSIA
POLAND
BOHEMIA
MORAVIA
BAVARIA
FRANCE
BAY OF BISCAY
SPAIN
PORTUGAL
ITALY
SARDINIA
TYRRHENIAN SEA
ADRIATIC SEA
IONIAN SEA
MEDITERRANEAN SEA
TURKEY
SERVIA
BOSNIA
BULGARIA
TRANSYLVANIA
WALACHIA
MOLDAVIA
ALGERIA
MOROCCO
AFRICA

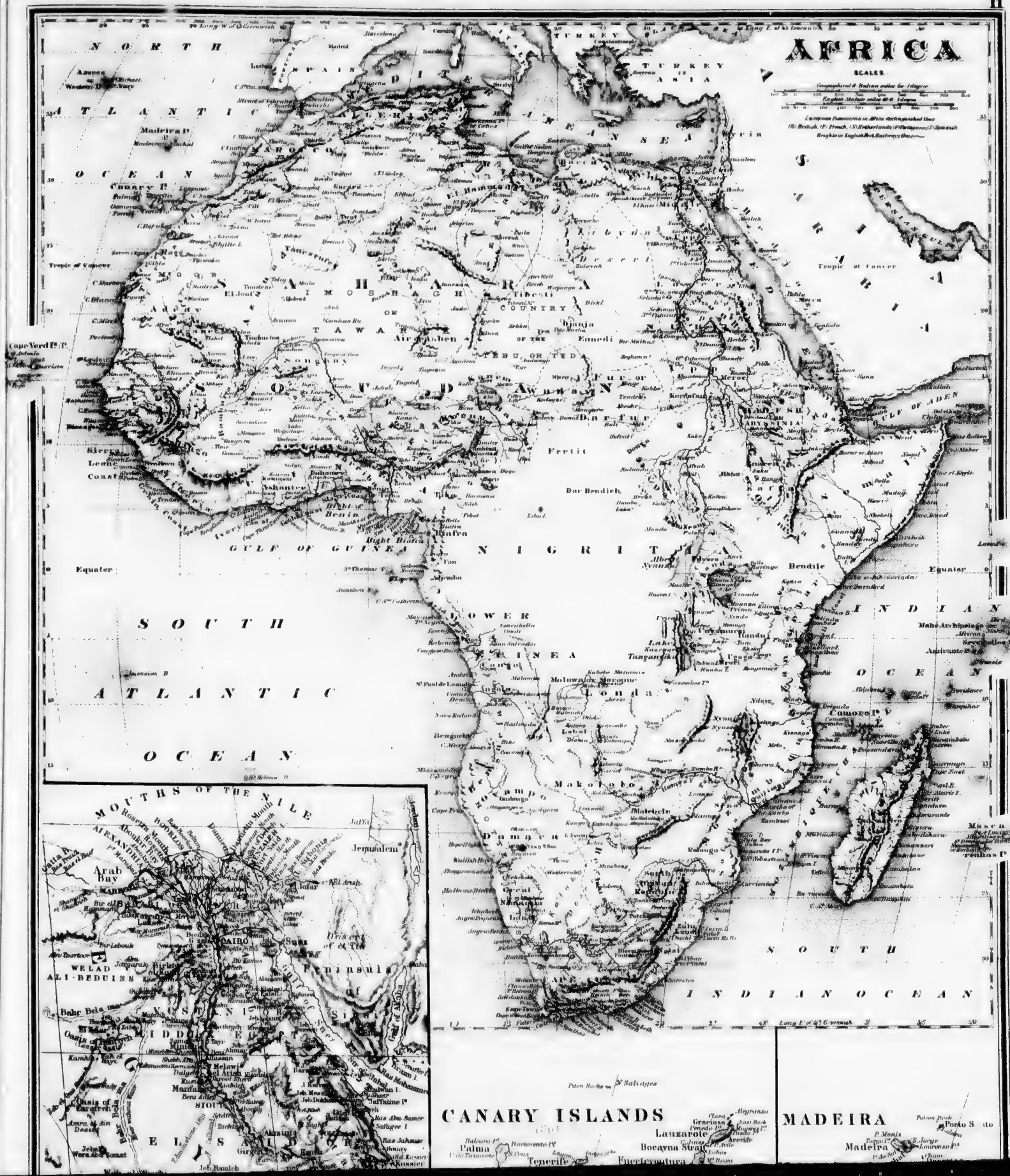

ARCTIC OCEAN
Kara
Sea
BEHRING
SEA

ARCTIC OCEAN
BALTIC SEA
BLACK SEA
PERSIA
ARABIAN SEA
INDIAN OCEAN
SEA OF BENGAL
GULF OF BENGAL
CHINA SEA
PACIFIC OCEAN
JAPAN SEA
SEA OF OKHOTSK
BEHRING SEA
PHILIPPINE SEA
CELEBES SEA
MINDORO SEA
G. OF ADEN
CEYLON
Maldiv Islands
Tomsk
Kabul
Kashmir
Bokhara
Khiva
Khokand
Khankal Kashgar
Yarkand
Lhassa
Ava
Siam
Bangkok
Cambodia
Mergui Archipelago
Isthmus of Kraw
Malacca
Sumatra
Java
Borneo
Celebes
Luzon
Mindoro
Palawan
Mindanao
Jolo
Tarapul
Caroline Islands
Madras
Bombay
Calcutta
Pondicherry
Mysore
Nagpur
Lahore
Delhi
Agra
Lucknow
Jeypore
Bhopal
Hyderabad
Kandahar
Herat
Teheran
Bagdad
Mecca
Medina
Muscat
Aden
Shiraz
Ispahan
Bushire
Bassora
Kiev
Moscow
St. Petersburg
Kazan
Astrakhan
Tiflis
Erzerum
Constantinople
Smyrna
Cairo
Suez
Khartoum
Zanzibar
Mombasa
Tunis
Algiers
Tripoli
Fezzan
Timbuktu
Sierra Leone
Cape Verde
Cape Town
Madagascar
Mauritius
Reunion
Socotra
Kamchatka
Yakutsk
Irkutsk
Nerchinsk
Pekin
Canton
Hong Kong
Macao
Shanghai
Nankin
Hankow
Ningpo
Foochow
Amoy
Tung Hai
Eastern Sea
Yellow Sea
Gulf of Pechili
Gulf of Tonkin
Gulf of Siam
Gulf of Martaban
Gulf of Cambay
Gulf of Kutch
Gulf of Aden
Gulf of Oman
Persian Gulf
Red Sea
Caspian Sea
Aral Sea
Sea of Azof
Black Sea
Baltic Sea
Scale
Longitude West from Greenwich
Longitude East from Greenwich

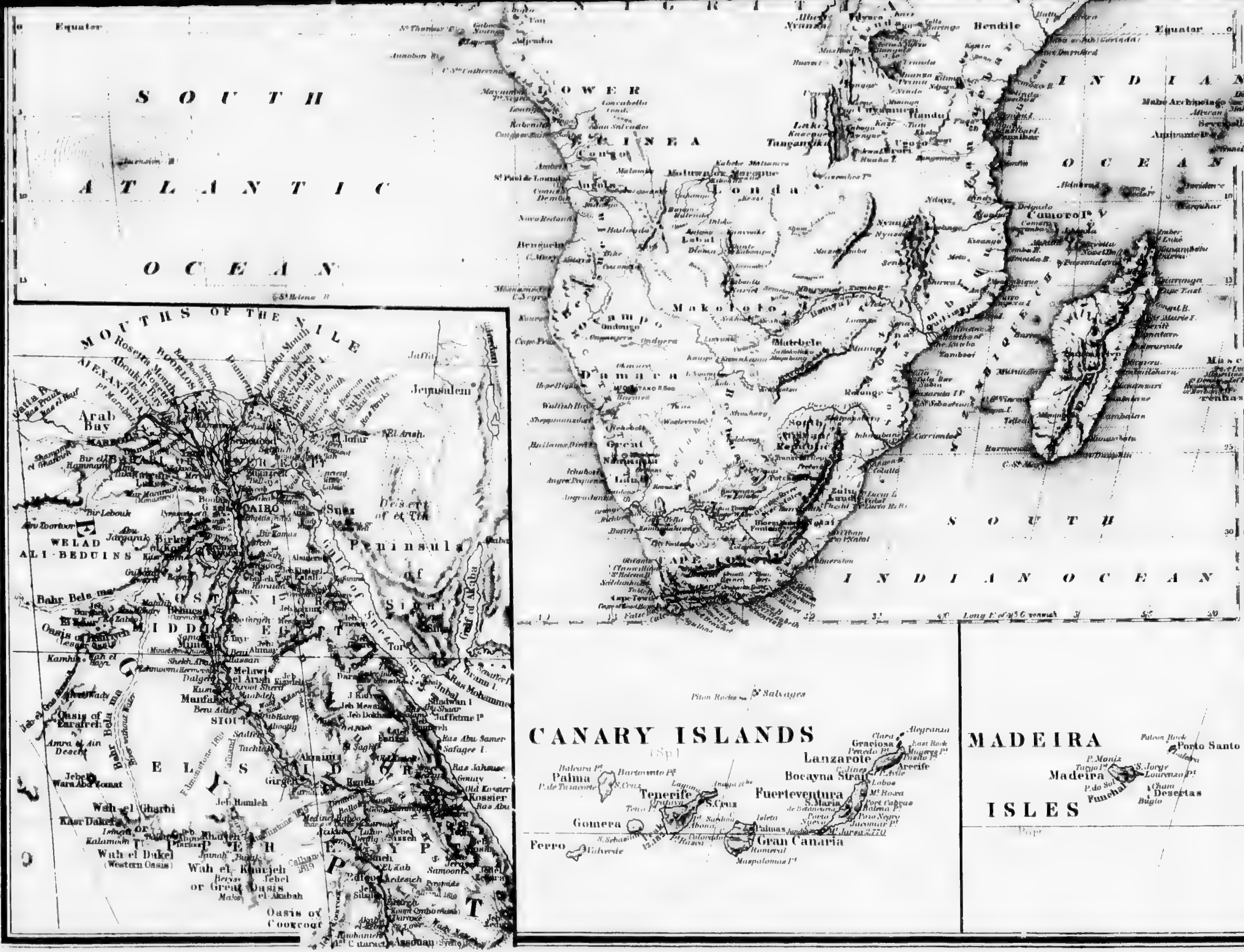

Longitude West & East from Greenwich
ARCTIC
OCEAN
NORTH
SEA
BRITISH
ISLANDS
BALTIC SEA
Gulf Bothnia
Novaya
Zemlia
Kara
Sea
Gulf Obi


ASIA
ARCTIC OCEAN
Novaya Zemlya
Kara Sea
BALTIC SEA
BLACK SEA
MEDITERRANEAN SEA
ARABIAN SEA
INDIAN OCEAN
SEA OF BENGAL
GULF OF BENGAL
G. OF ADEN
PERSIA
Afghanistan
Kabul
Bokhara
Khiva
Kokand
Tomsk
Omsk
Calcutta
Bombay
Madras
Mysore
Nagpur
Oudh
Malwa
Lahore
Kashmir
Ceylon
Maldiv Islands
Laccadive Islands
Scales
Geographical & Italian Miles to 1 degree
Russian Versts to 1 degree
Indian Kos to 1 degree
English Statute Miles to 1 degree
Long. East from Washington

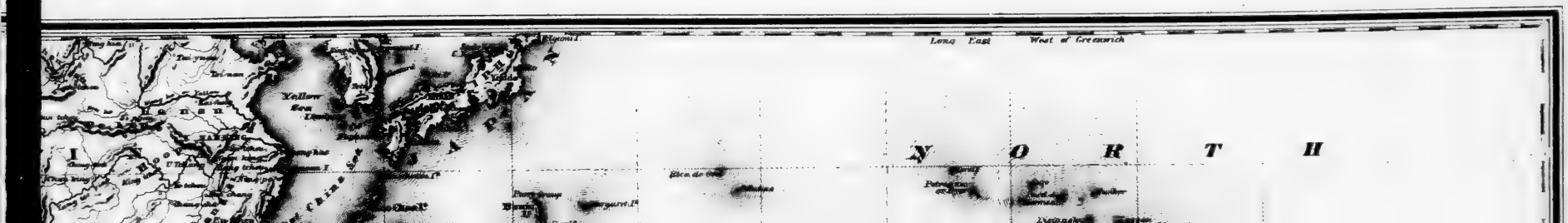
Madeira
Tropic of Cancer
Cape Verd Is
Sierra Leone
Coast
Equator
Arab Bay
WELAD ALI BEDUINS
Bahr Bela
Oasis of Farafreh

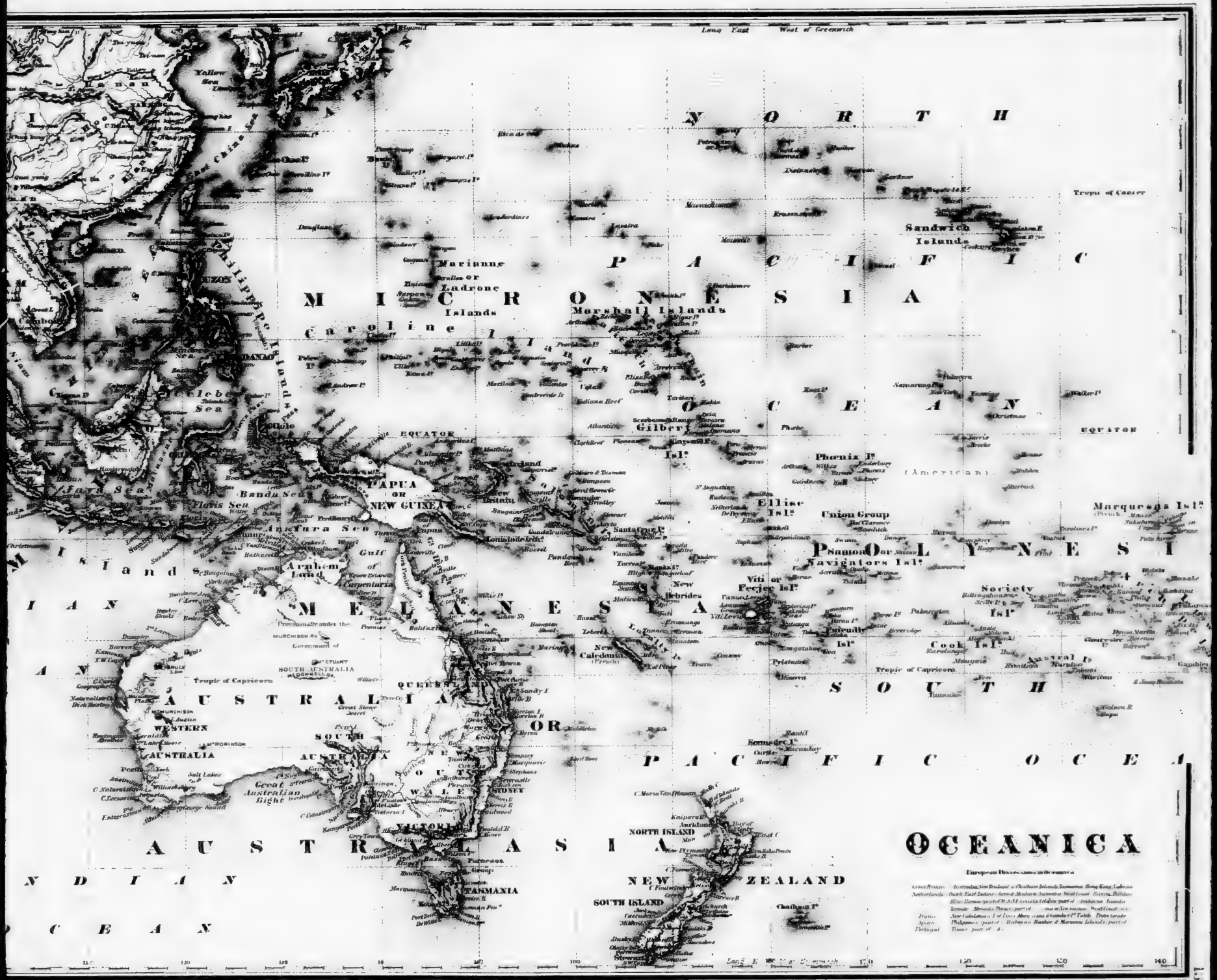

AFRICA
SCALES
NORTH ATLANTIC OCEAN
SOUTH ATLANTIC OCEAN
INDIAN OCEAN
SOUTH INDIAN OCEAN
SAHARA
NIGRITIA
GULF OF GUINEA
LOWER GUINEA
Madeira Is
Canary Is
Cape Verd Is
Tropic of Cancer
Equator
Tropic of Capricorn
Cairo
Jerusalem
Suez
Peninsula of Sinai
MOUTHS OF THE NILE
CANARY ISLANDS
Palma
Tenerife
Lanzarote
Bocayna Strait
Fuerteventura
MADEIRA
Madeira
Porto Santo

Equator
Arab Bay
WELAD ALI-BEDUINS
Bahr Bela
Wah el Dakel
(Western Oasis)



SOUTH ATLANTIC OCEAN
Equator
LOWER GUINEA
Londa
Makololo
Damara
INDIAN OCEAN
SOUTH INDIAN OCEAN
MOUTHS OF THE NILE
ALEXANDRIA
CAIRO
Suez
Jerusalem
Peninsula of Sinai
MIDDLE EGYPT
WELAD ALI-BEDUINS
Wah el Dakel
(Western Oasis)
Oasis of Farafreh
CANARY ISLANDS
Palma
Tenerife
Gomera
Ferro
Gran Canaria
Fuerteventura
Lanzarote
Graciosa
Alegranza
Bocayna Strait
Salvages
MADEIRA ISLES
Madeira
Porto Santo
Funchal
Desertas


Long East
West of Greenwich
Yellow Sea
N O R T H

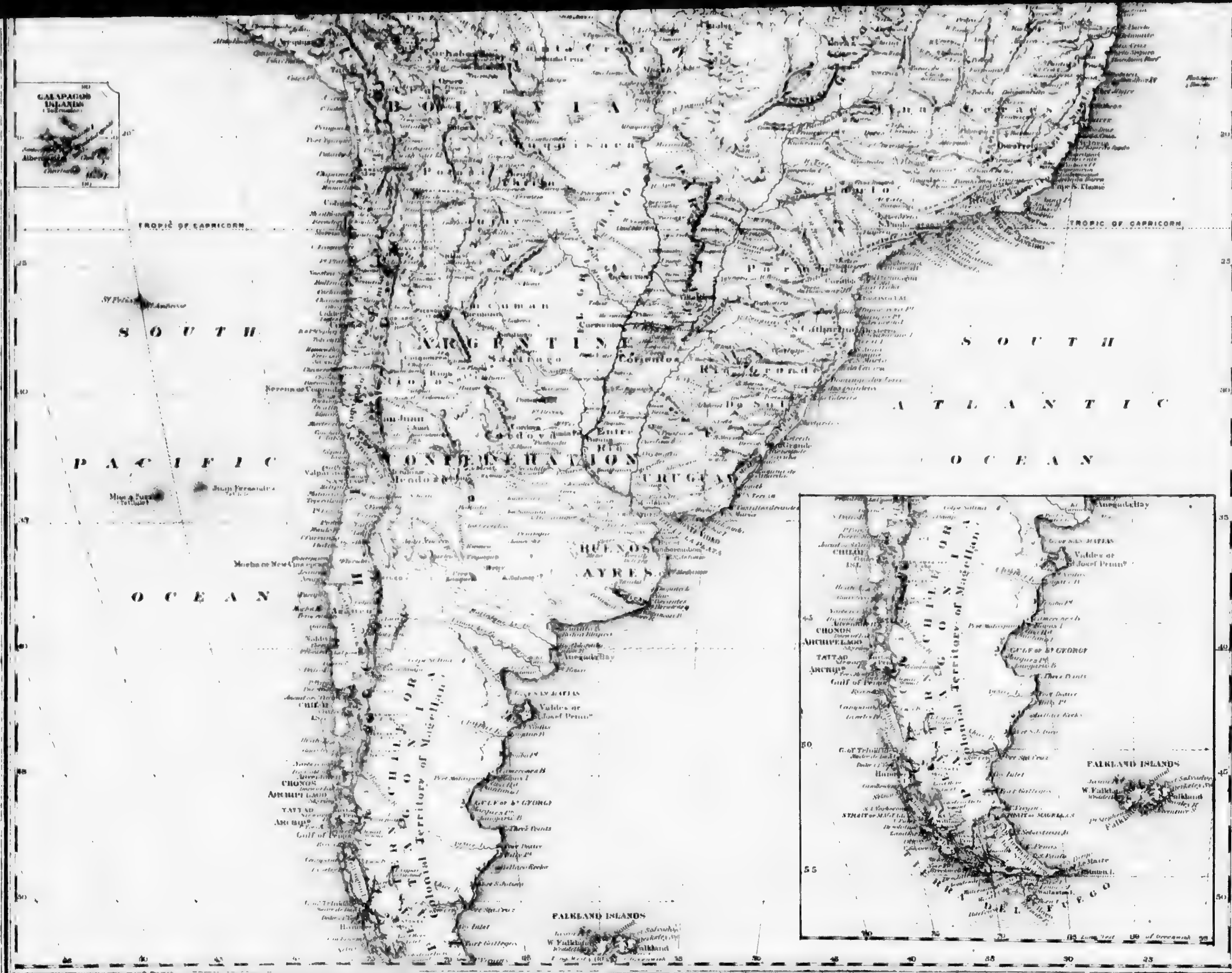

OCEANICA
European Possessions in Oceanica
Long. East
West of Greenwich
NORTH PACIFIC OCEAN
SOUTH PACIFIC OCEAN
INDIAN OCEAN
MICRONESIA
MELANESIA
POLYNESIA
AUSTRALASIA
AUSTRALIA
NEW ZEALAND
NORTH ISLAND
SOUTH ISLAND
TASMANIA
NEW GUINEA
PAPUA OR NEW GUINEA
Marianne or Ladrone Islands
Marshall Islands
Carolina Islands
Sandwich Islands
Gilbert Isl.
Phœnix Isl.
Union Group
Samoa or Navigators Isl.
Society Isl.
Cook Isl.
Austral Isl.
Marquesas Isl.
Viti or Fejee Isl.
New Hebrides
New Caledonia
Tropic of Cancer
Tropic of Capricorn
EQUATOR
Celebes Sea
Banda Sea
Flores Sea
Arafura Sea
Gulf of Carpentaria
Arnhem Land
Great Australian Bight
WESTERN AUSTRALIA
SOUTH AUSTRALIA
NEW SOUTH WALES
VICTORIA
QUEENSLAND
Philippine Islands
Yellow Sea
Hainan

CHINA
Yellow Sea
East China Sea
BURMAH
SIAM
Cambodia
Hainan
PHILIPPINE ISLANDS
LUZON
MINDANAO
Mindoro Sea
Celebes Sea
BORNEO
Java Sea
Banda Sea
Flores Sea
Arafura Sea
Gulf of Carpentaria
Arnhem Land
PAPUA OR NEW GUINEA
New Britain
Louisiade Arch.
MICRONESIA
Marianne or Ladrone Islands
Caroline Islands
Marshall
EQUATOR
MELANESIA
New Caledonia
INDIAN OCEAN
AUSTRALIA
QUEENSLAND
WESTERN AUSTRALIA
SOUTH AUSTRALIA
NEW SOUTH WALES
SYDNEY
VICTORIA
TASMANIA
Great Australian Bight
AUSTRALASIA
INDIAN OCEAN
SOUTH ISLAND

GALAPAGOS ISLANDS
LIMA
S O U
P A C I
O C E

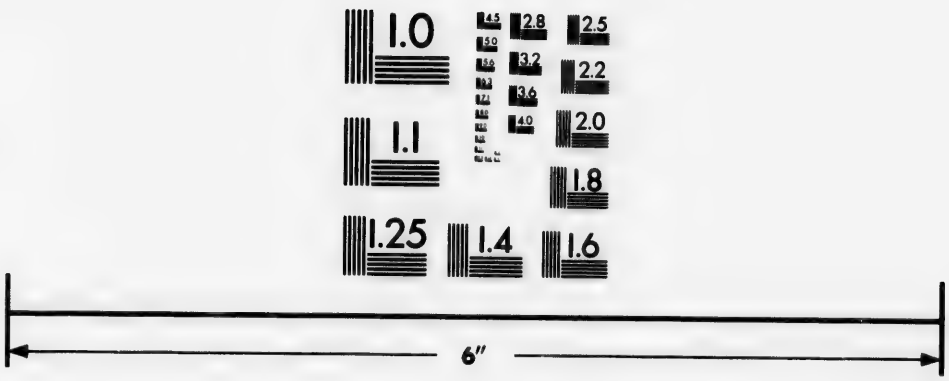
SOUTH AMERICA
NORTH ATLANTIC OCEAN
EQUATOR
GRANADIAN CONFEDERATION
VENEZUELA
DUTCH GUIANA
FRENCH GUIANA
BRAZIL
BOLIVIA
GALAPAGOS ISLANDS
TROPIC OF CAPRICORN
SOUTH PACIFIC OCEAN
ARGENTINE CONFEDERATION
SOUTH ATLANTIC OCEAN
BUENOS AYRES
URUGUAY
FALKLAND ISLANDS

GALAPAGOS ISLANDS
S O U T
P A C I F
O C E



GALAPAGOS ISLANDS
TROPIC OF CAPRICORN
TROPIC OF CAPRICORN
BOLIVIA
SOUTH
PACIFIC
OCEAN
SOUTH
ATLANTIC
OCEAN
ARGENTINE
CONFEDERATION
URUGUAY
BUENOS AYRES
Corrientes
Santiago
Cordova
Juan Fernandez
Valdes or S. Josef Penin^a
GULF of St GEORGE
CHONOS ARCHIPELAGO
TAYTAO ARCHIP^o
Gulf of Penas
Colonial Territory of Magellan
FALKLAND ISLANDS
W. Falkland
FALKLAND ISLANDS
W. Falkland
CHONOS ARCHIPELAGO
TAYTAO ARCHIP^o
Gulf of Penas
Colonial Territory of Magellan
GULF of St GEORGE
Valdes or S. Josef Penin^a
FUEGO

IMAGE EVALUATION
TEST TARGET (MT-3)



Photographic
Sciences
Corporation

23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503

2.8
2.5
3.2
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1.1
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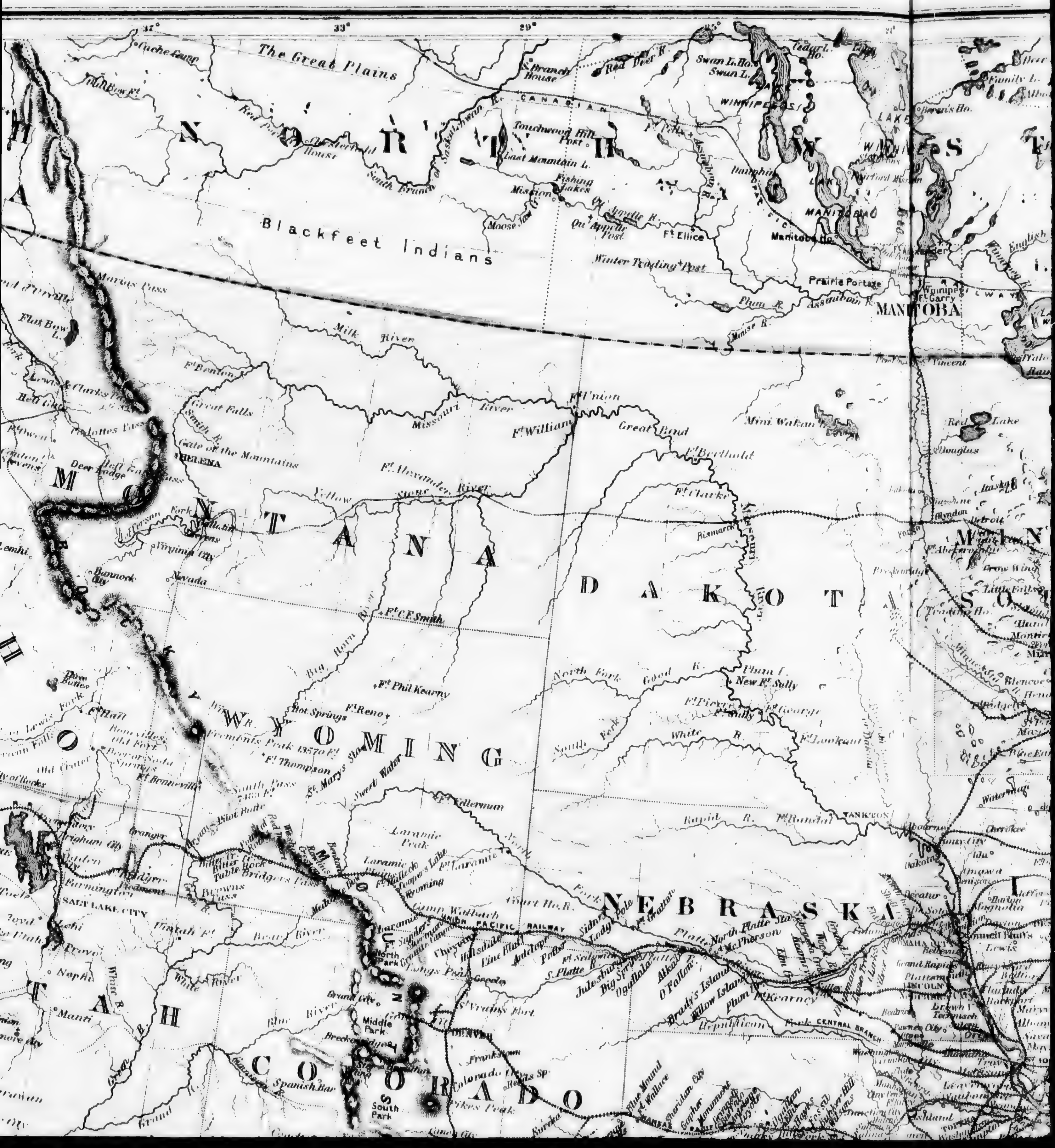
TO UNITED STATES
NORTH
PACIFIC
NORTH A
SCALES

NORTH AMERICA
ARCTIC OCEAN
GREENLAND
GREENLAND SEA
BAFFIN BAY
HUDSON BAY
BRITISH NORTH AMERICA
UNITED STATES
MEXICO
GULF OF MEXICO
WEST INDIA ISLANDS
CARIBBEAN SEA
PACIFIC OCEAN
ATLANTIC OCEAN
MONTANA
DAKOTA
WYOMING
NEBRASKA
IOWA
WISCONSIN
ILLINOIS
INDIANA
OHIO
NEW YORK
PENNSYLVANIA
KANSAS
KENTUCKY
VIRGINIA
TENNESSEE
CAROLINA
ARIZONA
INDIAN TERRITORY
ARKANSAS
MISSISSIPPI
ALABAMA
GEORGIA
TEXAS
GREATER ANTILLES OR LEE ARD ISLS
JAMAICA
SAN DOMINGO
CAMPEACHY BAY
GUATEMALA
HONDURAS
TROPIC OF CANCER
SCALES

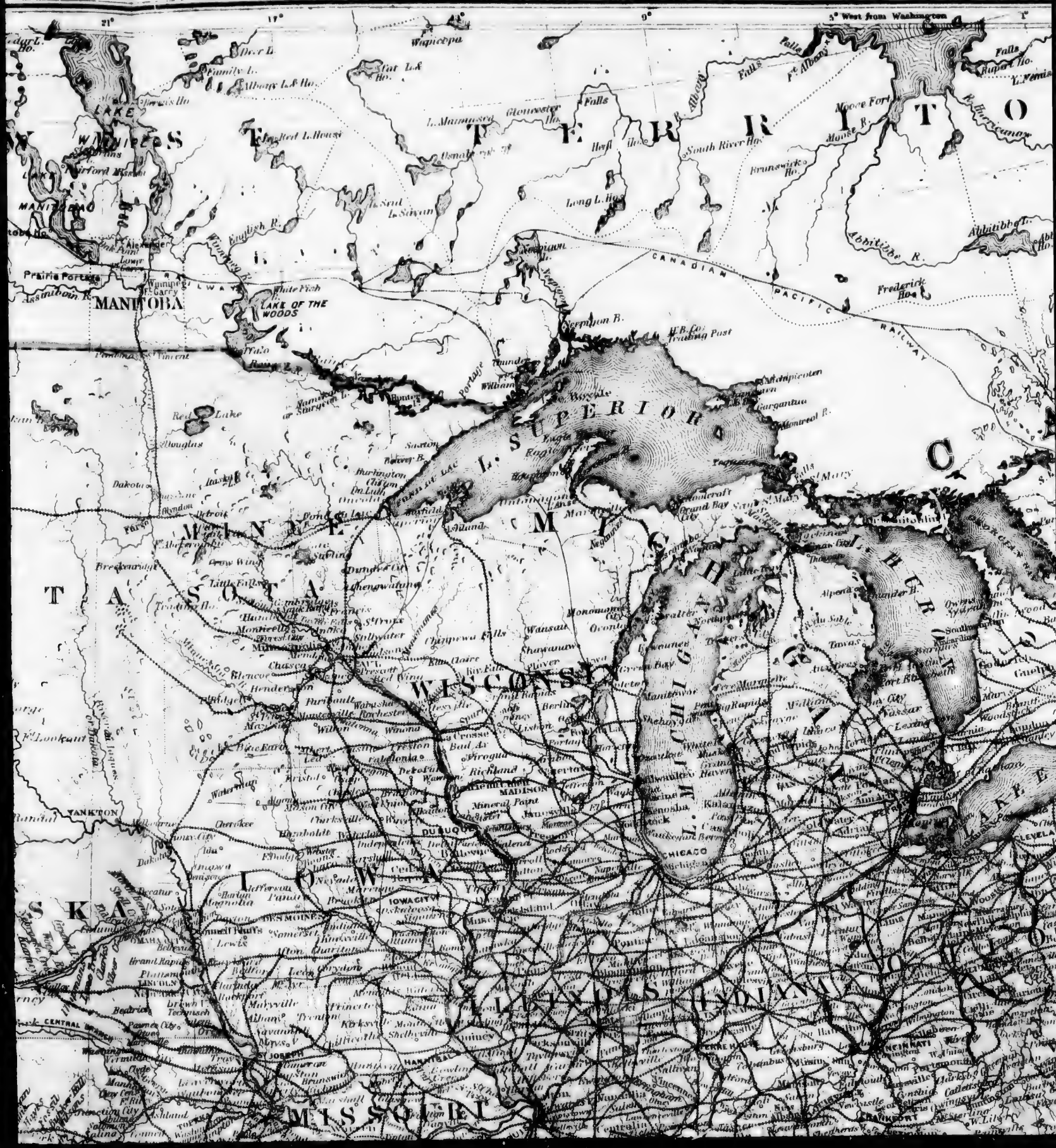
NORTH
PACIFIC
NORTH AM
SCALES

NORTH AMERICA
SCALES
NORTH AMERICA
CENTRAL AMERICA
WEST INDIA ISLANDS
GREATER ANTILLES OR LEEWARD ISLS
GULF OF MEXICO
CARIBBEAN SEA
PACIFIC OCEAN
ATLANTIC OCEAN
UNITED STATES
MEXICO
TEXAS
INDIAN TERRITORY
KANSAS
NEBRASKA
IOWA
MINNESOTA
WISCONSIN
ILLINOIS
INDIANA
OHIO
KENTUCKY
TENNESSEE
VIRGINIA
NORTH CAROLINA
SOUTH CAROLINA
GEORGIA
ALABAMA
MISSISSIPPI
LOUISIANA
ARKANSAS
MISSOURI
COLORADO
ARIZONA
NEW MEXICO
UTAH
NEVADA
CALIFORNIA
OREGON
WASHINGTON
MONTANA
DAKOTA
WYOMING
NEW YORK
PENNSYLVANIA
MAINE
TROPIC OF CANCER
CAMPECHY BAY
HONDURAS
GUATEMALA
COSTA RICA
JAMAICA
HAITI OR SAN DOMINGO
PORTO RICO
BAHAMA IS
LUCAYAS
BERMUDAS
SCALES
Geographical & Italian Miles 60 to 1 degree
Mexican Leagues 25 to 1 degree
English Statute Miles 69.16 to 1 degree
Heights in English feet above sea level

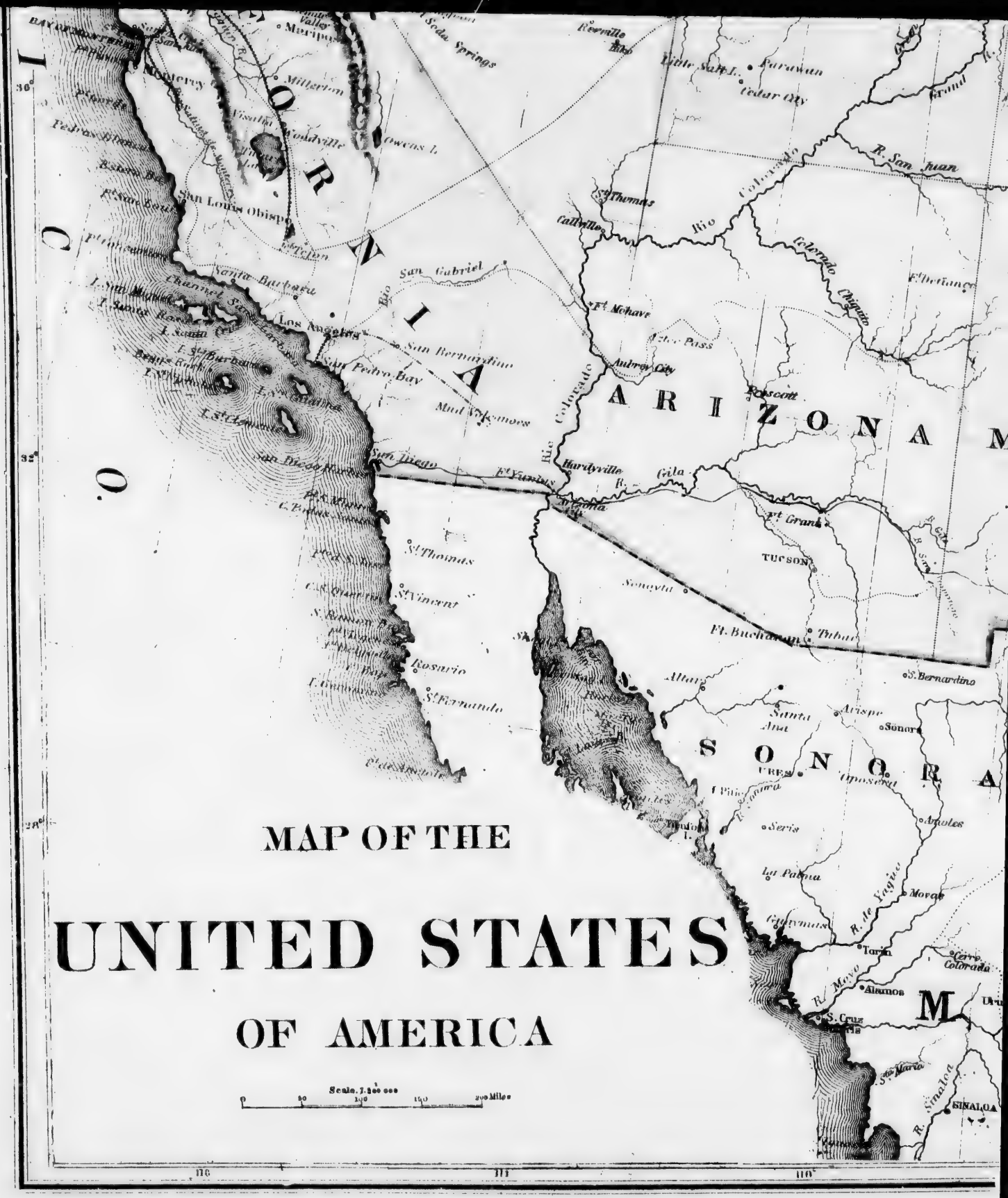
BRITISH COLUMBIA
WASHINGTON
OREGON
IDAHO
NEVADA
UTAH
CALIFORNIA
MONTANA
Columbia City
Portland
Oregon City
SALEM
Dalles
Walla Walla
LEWISTON
Pierce City
Elk City
Deer Lodge
Florence
Lemhi
Bannock City
Idaho
Silver City
Ruby City
Boise City
Ft Hall
Salt Lake City
Carson City
Virginia City
Austin
Treasure City
Sacramento
San Francisco
Monterey
Mariposa
Fillmore City
Parowan
Cedar City
Great Salt Lake
Utah Lake
Central Pacific R.R.
Emigrant Road



37°
33°
29°
The Great Plains
NORTH WEST
Blackfeet Indians
Touchwood Hill Post
Last Mountain L.
Fishing Lakes
Qu'Appelle Post
Ft. Ellice
Winter Trading Post
Prairie Portage
MANITOBA
Manitoba Ho.
Swan L. Ho.
WINNIPEGOSIS
Milk River
Ft. Benton
Great Falls
HELENA
Gate of the Mountains
Deer Lodge
Missouri River
Ft. Union
Ft. William
Great Bend
Ft. Berthold
Mini Wakan
Red Lake
Douglas
Ft. Alexander
Yellow Stone River
MONTANA
Virginia City
Bannock City
Nevada
Ft. C. F. Smith
Big Horn River
Ft. Phil Kearny
Ft. Reno
Hot Springs
Fremonts Peak 13570 Ft.
Ft. Thompson
South Pass
St. Marys Sta.
Sweet Water
WYOMING
Ft. Bridger
Bridgers Pass
Laramie Peak
Laramie
UNION PACIFIC RAILWAY
Cheyenne
DAKOTA
Ft. Clarke
Bismarck
North Fork
Good R.
Plum I.
New Ft. Sully
Ft. Pierre
White R.
Ft. Lookout
Rapid R.
Ft. Randal
YANKTON
NEBRASKA
North Platte Sta.
McPherson
Julesburg
Big Springs
Ogallala
Ft. Kearney
Republican Fork
CENTRAL BRANCH
OMAHA CITY
LINCOLN
SALT LAKE CITY
Brigham City
Ogden
Provo
Nephi
Manti
UTAH
Uintah Ft.
White River
Grand R.
North Park
Middle Park
South Park
DENVER
Greeley
St. Vrains Fort
Franktown
Colorado City
Pikes Peak
Spanish Bar
COLORADO
Sioux City
Council Bluffs
MINNESOTA
Crow Wing
Little Falls
Fargo


5° West from Washington
MANITOBA
LAKE OF THE WOODS
Prairie Portage
Winnipeg
Fort Garry
Assiniboine R.
Pembina
St Vincent
Red Lake
Duluth
Bayfield
Ashland
Marquette
Sault Ste Marie
Port Arthur
Fort William
Thunder Bay
Sault Ste Marie
Michipicoten
Gargantua
Moose Fort
Moose R.
Albany R.
Abitibbe R.
Frederick House
Hudson Bay Post
Nepigon B.
Nipigon
Long L.
Brunswick House
South River Hs.
Hesel House
Gloucester House
L. Mamiwata
Wapiccopa
Fort Albany
Falls
Rupert Ho.
Hurricanaw
CANADIAN PACIFIC RAILWAY
L. SUPERIOR
L. MICHIGAN
L. HURON
L. ERIE
L. ONTARIO
MINNESOTA
DAKOTA
WISCONSIN
IOWA
ILLINOIS
INDIANA
OHIO
MISSOURI
YANKTON
DUBUQUE
MADISON
CHICAGO
IOWA CITY
DES MOINES
ST JOSEPH
HANNIBAL
TERRE HAUTE
CINCINATI
FRANKFORT
CLEVELAND
Duluth
Bayfield
Ashland
Marquette
Sault Ste Marie
Port Arthur
Fort William
Thunder Bay
Michipicoten
Gargantua
Moose Fort
Albany R.
Abitibbe R.
Frederick House
Hudson Bay Post
Nepigon B.
Nipigon
Long L.
Brunswick House
South River Hs.
Hesel House
Gloucester House
L. Mamiwata
Wapiccopa
Fort Albany
Falls
Rupert Ho.
Hurricanaw
CANADIAN PACIFIC RAILWAY
L. SUPERIOR
L. MICHIGAN
L. HURON
L. ERIE
L. ONTARIO
MINNESOTA
DAKOTA
WISCONSIN
IOWA
ILLINOIS
INDIANA
OHIO
MISSOURI
YANKTON
DUBUQUE
MADISON
CHICAGO
IOWA CITY
DES MOINES
ST JOSEPH
HANNIBAL
TERRE HAUTE
CINCINATI
FRANKFORT
CLEVELAND

West from Washington
1° Lon. East from Washington
TORY
CANADA
QUEBEC
ONTARIO
NEW BRUNSWICK
MAINE
PENNSYLVANIA
VIRGINIA
L. ONTARIO
Abbitibbe L.
Abbitibbe R.
Rupert R.
L. Mistassinni
Saguenay Riv.
Gaspe
Cape Chatte
Bathurst
Houlton
Woodstock
Mars Hill
Three Rivers
Richmond
Somerset
Thetford
Arthabaska
OTTAWA
Perth
Brockville
Kingston
Whitby
Guelph
Woodstock
Wellsborough
Emporium
Williamsport
Pittston
Massachusetts Bay
Cape Cod
Nantucket
Martha's Vineyard
CLEVELAND
BALTIMORE
WASHINGTON
Alexandria
CHARLESTON
40°
35°

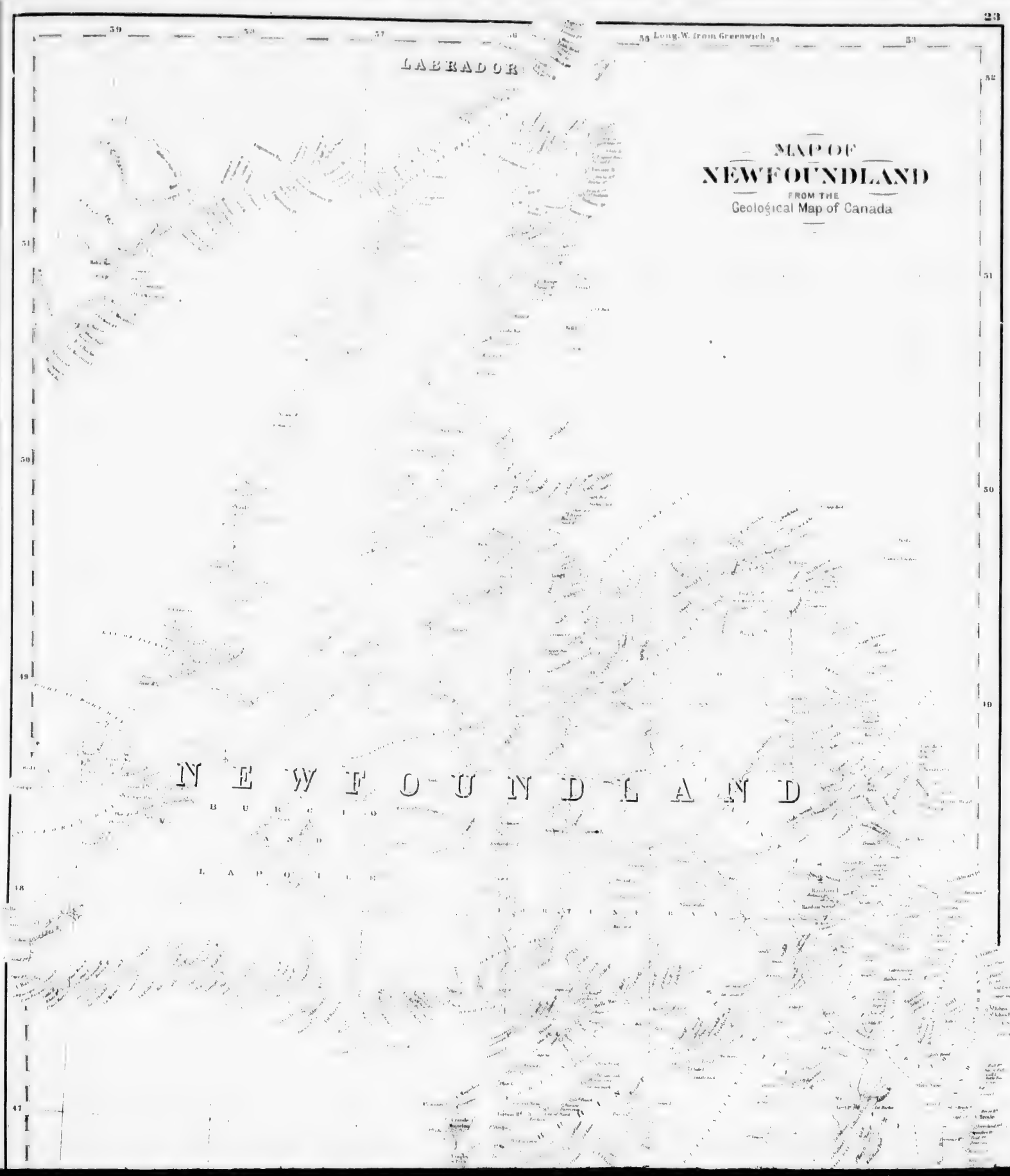

MAP OF THE
UNITED STATES
OF AMERICA
Scale. 1.300.000
0 50 100 150 200 Miles
CALIFORNIA
ARIZONA
SONORA
Monterey
San Luis Obispo
Santa Barbara
Los Angeles
San Bernardino
San Pedro Bay
San Diego
Mud Lake
Ft. Mohave
Aubrey City
Prescott
Hardyville
Ft. Yuma
Ft. Grant
TUCSON
Sonoyta
Ft. Buchanan
Tubac
Altar
Santa Ana
Arispe
Sonora
Ures
Oposeira
Seris
Arioles
La Paloma
Movas
Tarin
Cerro Colorada
Alamos
S. Cruz
Sta. Maria
SINALOA
Rio Colorado
Rio Gila
R. San Juan
Little Salt L.
Paraowan
Cedar City
Fremont
Sodas Springs
Reveille
Callville
St. Thomas
Fort Defiance
Owens L.
Visalia
Goldville
Millerton
Mariposa
Santa Cruz I.
St. Vincent
Rosario
St. Fernando
S. Bernardino
Tiburon I.
Guaymas
R. de Yaqui
R. Mayo
R. Sinaloa
116
113
110

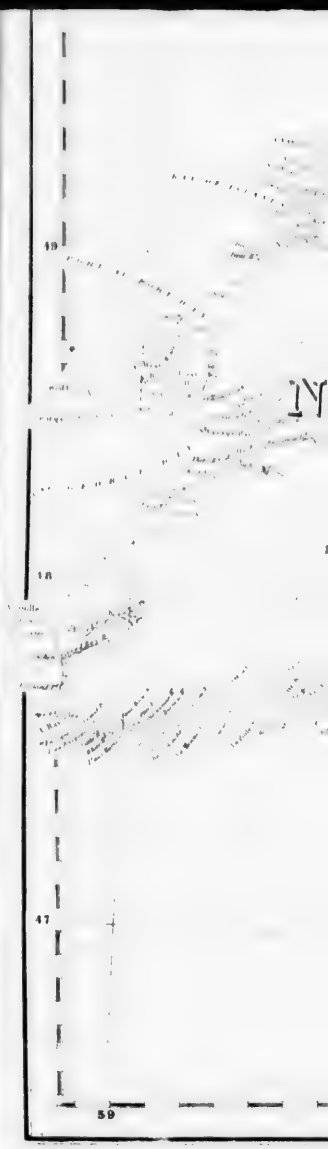
COLORADO
Spanish Bar
Pikes Peak
South Park
Canon City
Fountain City
San Louis Valley
Huerfano R.
Animas City
R. San Juan
Sangre de Cristo Pass
Ft. Massachusetts
Purgatory
Trinidad
Pinos
Bents Fort
Ft. Dodge
Wichita
KANSAS
Taos
Ft. Union
SANTA FE
Ft. Marcy
Ft. Defiance
Albuquerque
Valencia
NEW MEXICO
ONA
Ft. Craig
Ft. Stanton
San Diego
Ft. Thorn
Dona Ana
Ft. Fillmore
Ft. Bliss
El Paso
Elcazario
Canadian River
INDIAN TERRITORY
Ft. Gibson
Old Ft. Holmes
Camp Radziminski
Ft. Arbuckle
Ft. Washita
Ft. Towson
Sherman
Bonham
Paris
Clarkville
Mt. Pleas.
Greenville
Ft. Belknap
Ft. Phantom Hill
Waxahachie
Canton
Athens
Ft. Chadbourne
Hillsborough
Meridian
Runnels
Gatesville
Fairfield
Rio Pecos
TEXAS
San Saba
Ft. McKavett
Mason
Ft. Mason
Belton
Ft. Davis
Ft. Terrett
AUSTIN CITY
San Marcos
La Grange
New Braunfels
San Antonio
Seguin
Gonzales
Castroville
Clinton
Houston
Columbia
Ft. Clark
Ft. Inge
Eagle Pass
Ft. Duncan
Presidio del Rio Grande
Goliad
Indianola
Ft. Merrill
Refugio
San Patricio
Corpus Christi
Ft. McIntosh
Laredo
Guerrero
Bellville
Revilla
Rio Grande City
Camargo
Edinburg
Rio Grande
Ft. Quitman
Rio Grande
Ft. Leighton
Presidio del Norte
S. Bernardino
Arispe
Sonora
NORA
Carrizal
Ojo Caliente
Galicana
Amoles
Moras
R. de Yaqui
CHIHUAHUA
R. Conchos
Chorreras
Alamo
Tubal
Chircote
Fresno
Julimes
Satero
Uriqui
Cerro Colorado
La Gus
Santa Rosalia
Alamos
S. Cruz
R. Mayo
Uruachi
MEXICO
Bahia
Cruces
Santa Rosa
R. Salado
S. Jose
S. Bartoni
Catherino
Sienegas
Nadadores R.
MONCLOVA
L. Carman
El Alamo
Cerro Gordo
Mapimi
Topila
Alicante
SINALOA
R. Sinaloa
R. de San Juan
G
106
102
98

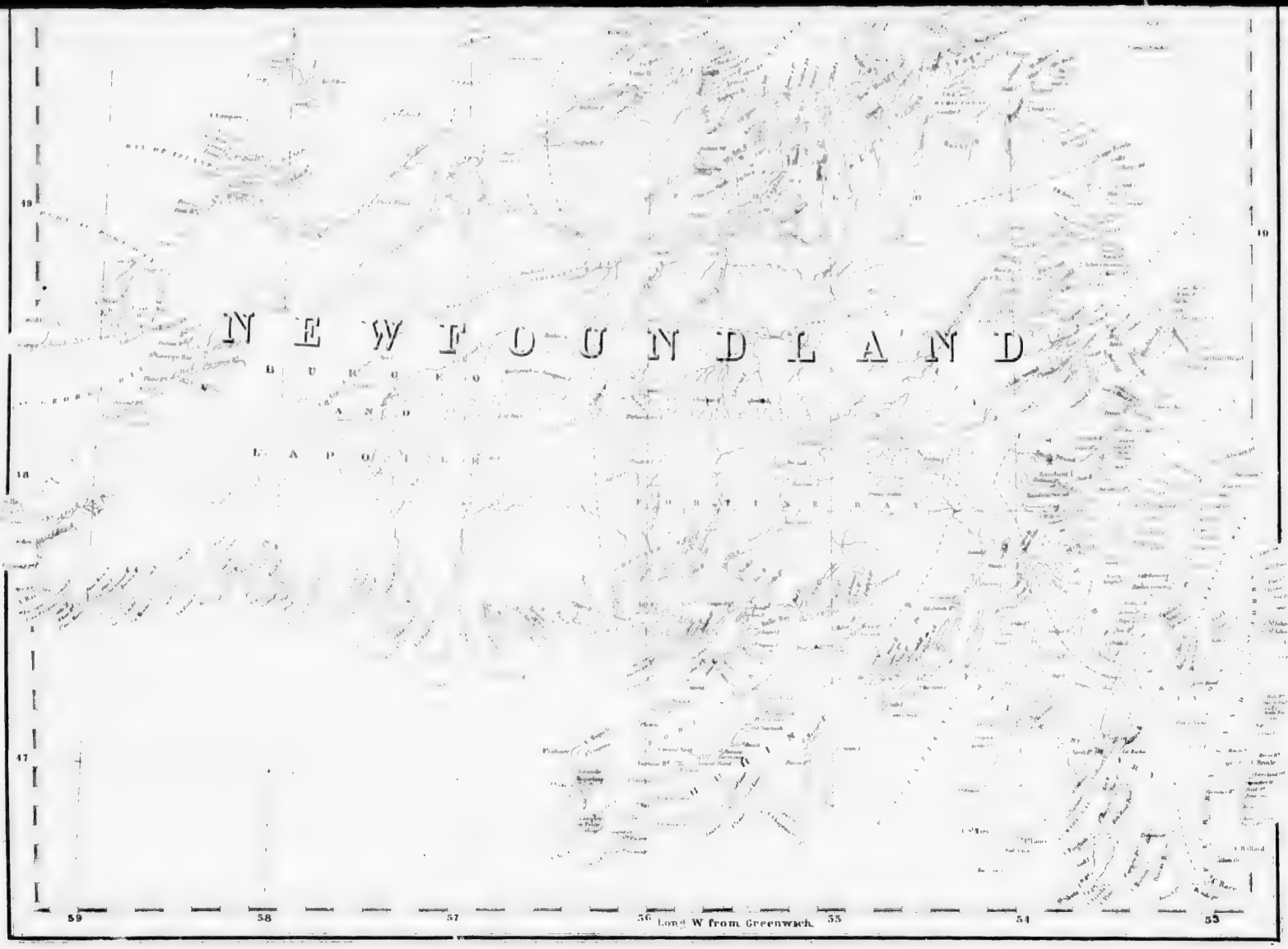
MISSOURI
KENTUCKY
TENNESSEE
ARKANSAS
INDIAN TERRITORY
MISSISSIPPI
ALABAMA
LOUISIANA
GEORGIA
FLORIDA
TEXAS
GULF OF MEXICO
MOUTHS OF MISSISSIPPI RIVER
BATON ROUGE
VICKSBURG
JACKSON
TUSCALOOSA
MONTGOMERY
NASHVILLE
ATLANTA
MILLEDGEVILLE
MACON
TALLAHASSEE
AUSTIN CITY
Hot Springs
Corpus Christi
Rio Grande
90° Lon. West from Greenwich
86°

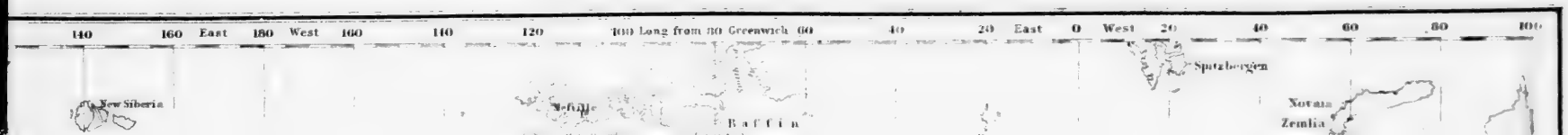
NORTH CAROLINA
SOUTH CAROLINA
GEORGIA
A T L A N T I
Bahama Islands
C O
Cape Canaveral
Mosquito Bar
Fort Royal
Wilmington
Augusta
Charlotte
Greensboro
Macon
Milledgeville
Atlanta
Tallahassee
Tampa
Sarasota Bay
Everglades
Abingdon
Wytheville
Lexington
Washington
Waynesboro
Raleigh
Onslow Bay
Cape Lookout
Cape Hatteras
32°
28°
36°
86°
82°
78°
74°

59
51
50
49
48
47


Long. W. from Greenwich
LABRADOR
MAP OF
NEWFOUNDLAND
FROM THE
Geological Map of Canada
NEWFOUNDLAND
BURGEO
AND
LAPOILE


19
18
17
59


NEWFOUNDLAND
49
48
47
59
58
57
56
Long W from Greenwich
55
54
53


140
160
East
180
West
160
140
120
100 Long from 80 Greenwich 60
40
20
East
0
West
20
40
60
80
100
New Siberia
Melville
Baffin
Spitzbergen
Novaia
Zemlia

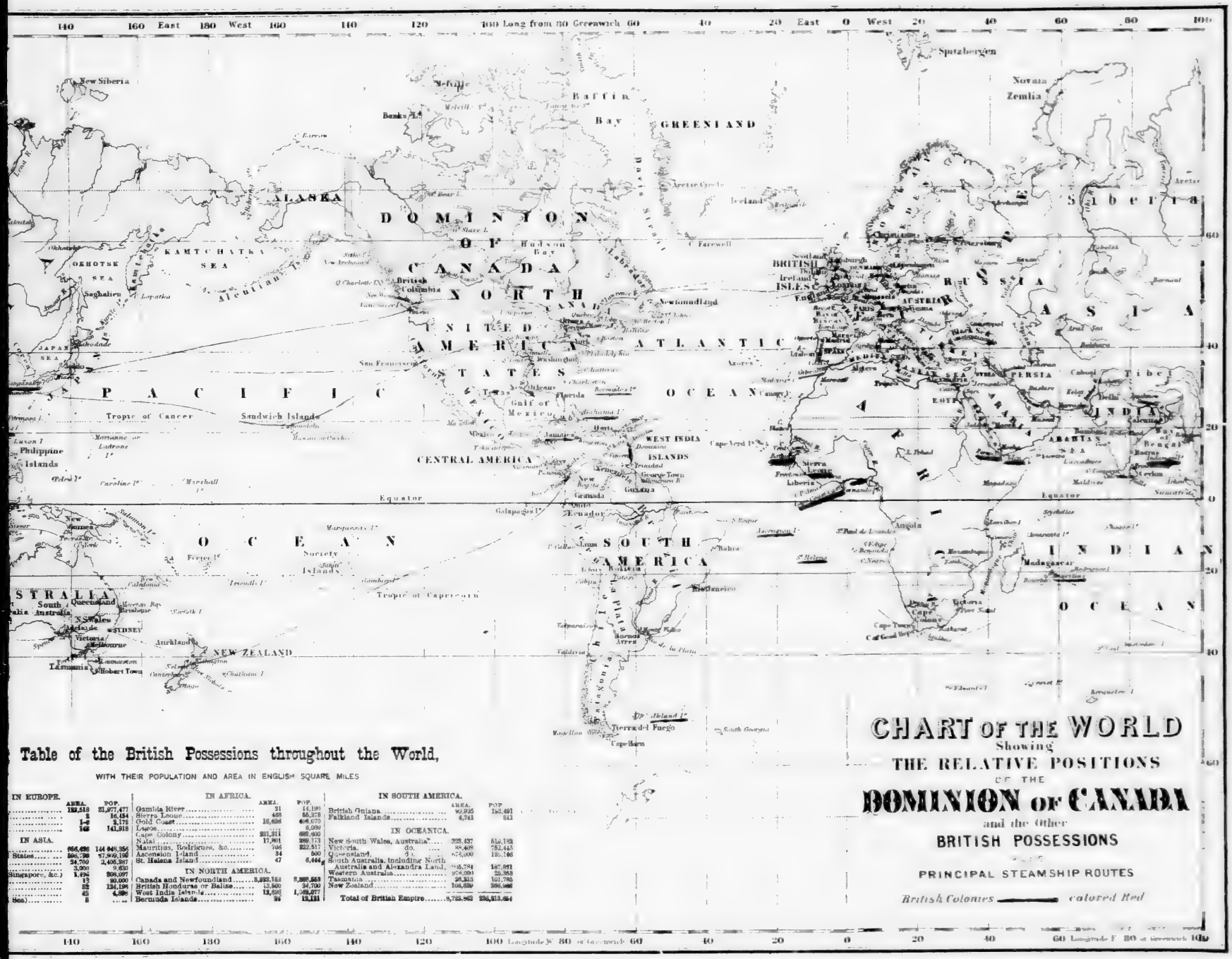


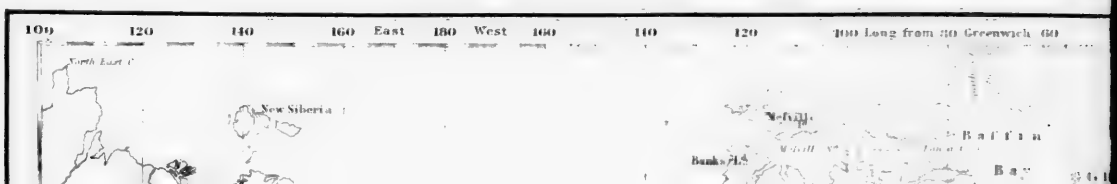
Table of the British Possessions throughout the World,

WITH THEIR POPULATION AND AREA IN ENGLISH SQUARE MILES

IN EUROPE.	AREA.	POP.
.....	122,519	31,977,477
.....	3	16,654
.....	1-2	3,178
.....	142	141,918
IN ASIA.		
.....	965,626	144,948,356
States.....	866,730	97,949,159
.....	24,700	2,406,397
.....	3,000	9,630
Singapore, &c.)	1,498	308,097
.....	13	30,000
.....	22	124,198
.....	43	4,596
Sea)	8	....

IN AFRICA.	AREA.	POP.
Gambia River.....	21	14,190
Sierra Leone.....	468	85,378
Gold Coast.....	16,626	408,070
Lagos.....		6,000
Cape Colony.....	221,311	668,900
Natal.....	17,901	389,773
Mauritius, Bourbon, &c.....	706	322,317
Ascension Island.....	34	500
St. Helena Island.....	47	6,444
IN NORTH AMERICA.		
Canada and Newfoundland.....	3,492,183	3,988,483
British Honduras or Balize.....	13,500	34,700
West India Islands.....	13,686	1,059,277
Bermuda Islands.....	24	12,121

IN SOUTH AMERICA.	AREA.	POP.
British Guiana.....	90,925	193,491
Falkland Islands.....	4,741	812
IN OCEANICA.		
New South Wales, Australia.....	323,437	512,193
Victoria, do.	88,408	732,445
Queensland, do.	678,600	125,146
South Australia, including North Australia and Alexandra Land	915,781	187,821
Western Australia.....	978,000	25,383
Tasmania.....	26,215	101,785
New Zealand.....	106,539	386,966
Total of British Empire.....	8,723,863	236,413,684


100
120
140
160
East
180
West
160
140
120
100 Long from 30 Greenwich 60
New Siberia
Banks Ld
Baffin
Bay

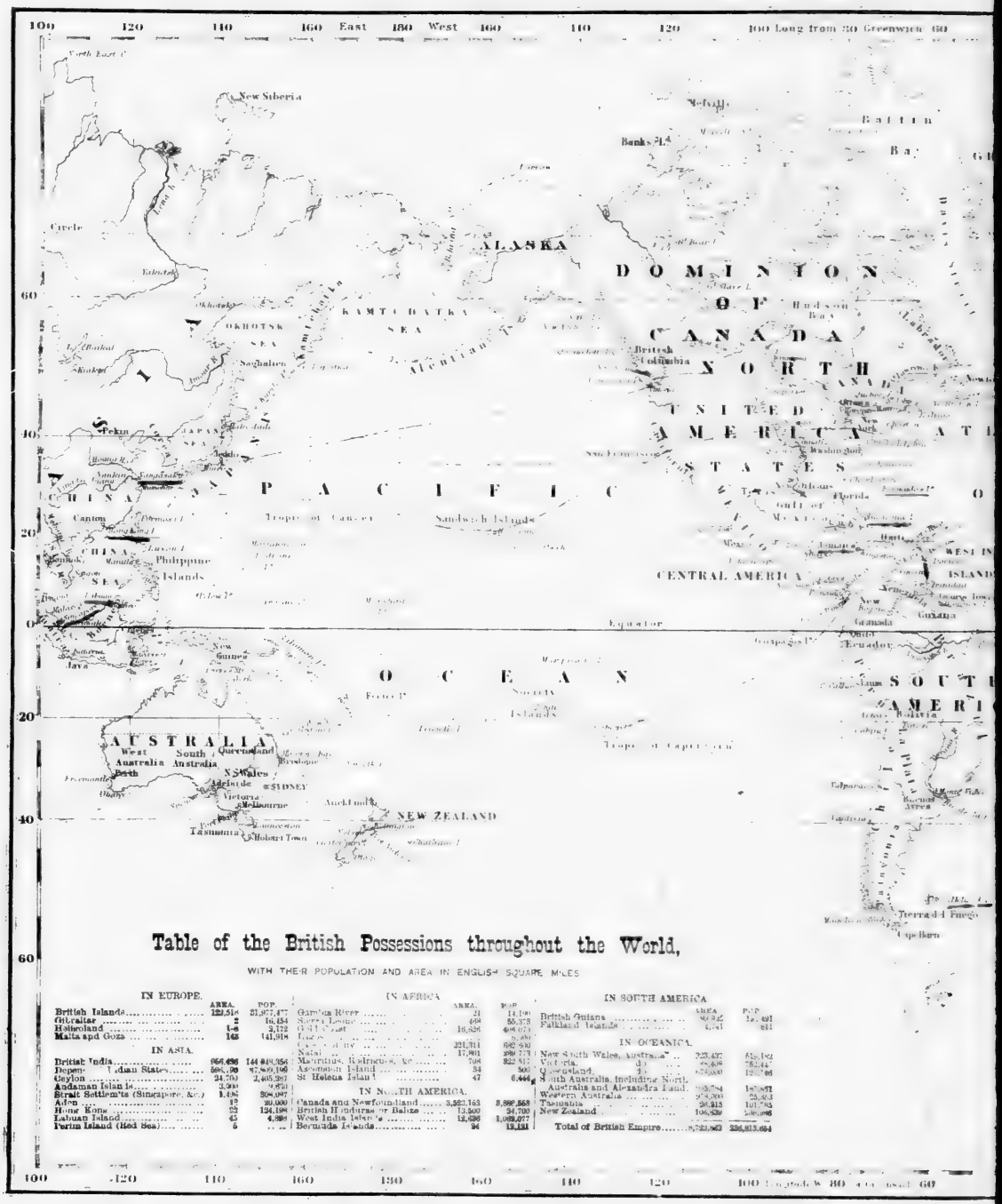


Table of the British Possessions throughout the World,

WITH THEIR POPULATION AND AREA IN ENGLISH SQUARE MILES

IN EUROPE.

	AREA.	POP.
British Islands	122,518	31,977,477
Gibraltar	2	16,454
Heligoland	1·5	2,172
Malta and Goza	143	141,918

IN ASIA.

	AREA.	POP.
British India	956,486	144,448,358
Dependent Indian States	595,39	47,809,146
Ceylon	24,700	2,405,287
Andaman Islands	3,900	9,831
Straits Settlements (Singapore, &c.)	1,188	308,097
Aden	19	20,000
Hong Kong	32	124,198
Labuan Island	45	4,866
Perim Island (Red Sea)	5	...

IN AFRICA

	AREA.	POP.
Gambia River	21	14,190
Sierra Leone	468	55,373
Gold Coast	18,626	406,055
Lagos	[illegible]	[illegible]
Cape of Good Hope	221,311	682,500
Natal	17,901	289,773
Mauritius, Rodriguez, &c.	708	322,317
Ascension Island	34	500
St Helena Island	47	6,444

IN NORTH AMERICA.

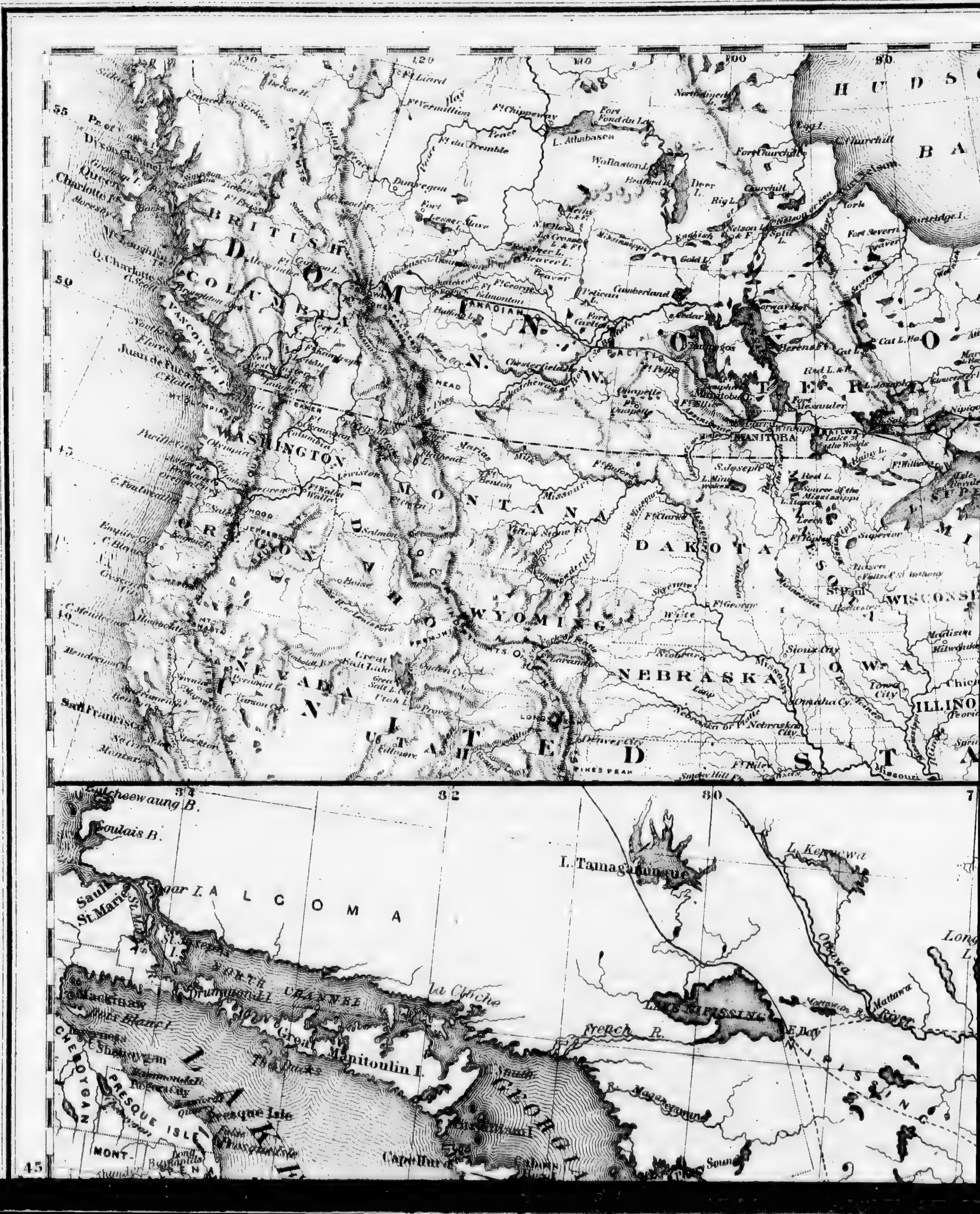
	AREA.	POP.
Canada and Newfoundland	3,523,165	3,890,558
British Honduras or Balize	13,500	34,700
West India Islands	12,636	1,029,077
Bermuda Islands	24	13,131

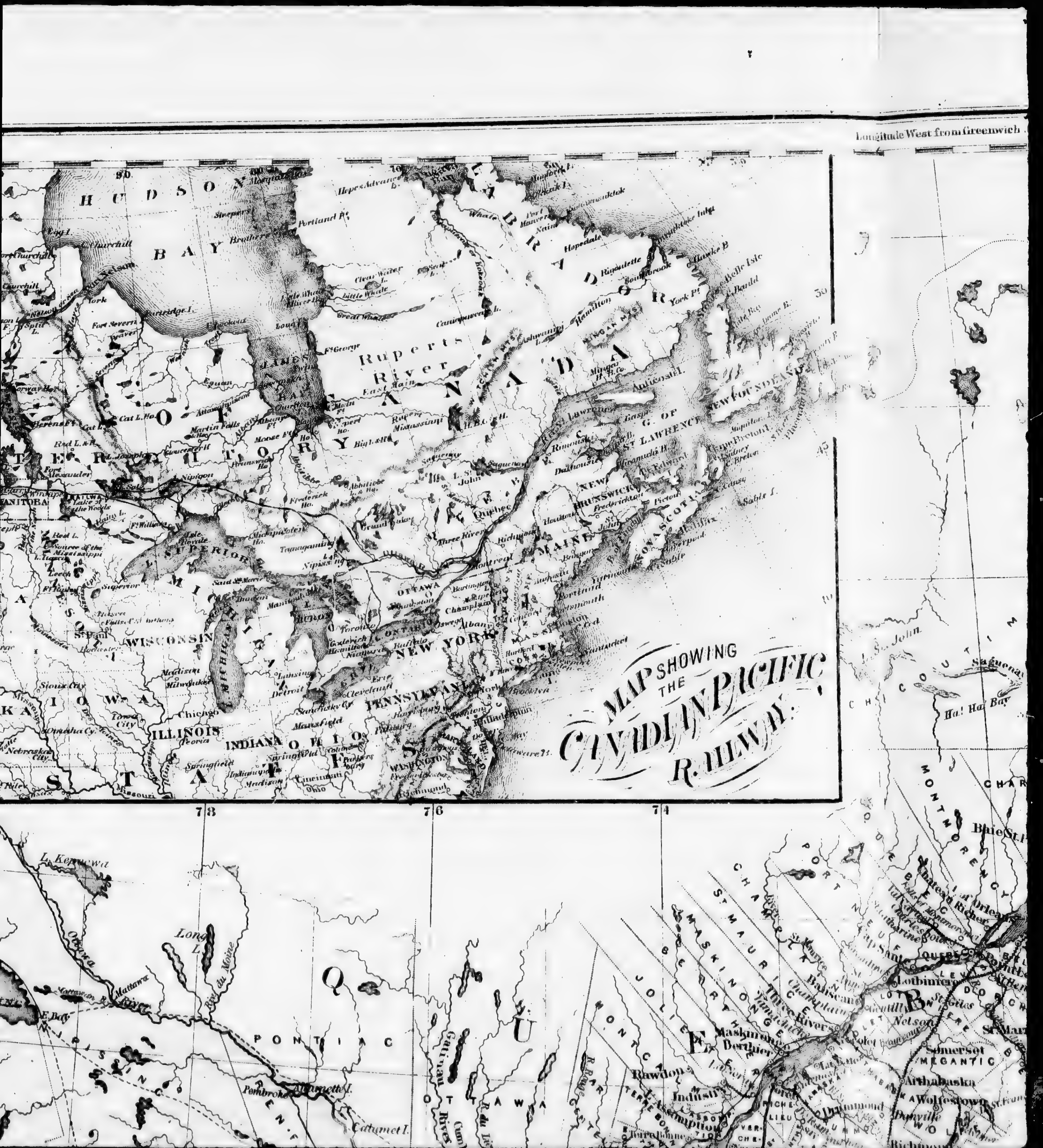
IN SOUTH AMERICA

	AREA.	POP.
British Guiana	89,242	127,691
Falkland Islands	4,541	811

IN OCEANICA.

	AREA.	POP.
New South Wales, Australia	323,437	515,182
Victoria, do	86,408	731,447
Queensland, do	678,600	120,756
South Australia, including North Australia and Alexandra Land	903,784	187,851
Western Australia	978,300	25,463
Tasmania	26,215	101,703
New Zealand	106,539	489,096
Total of British Empire	8,721,863	236,813,654

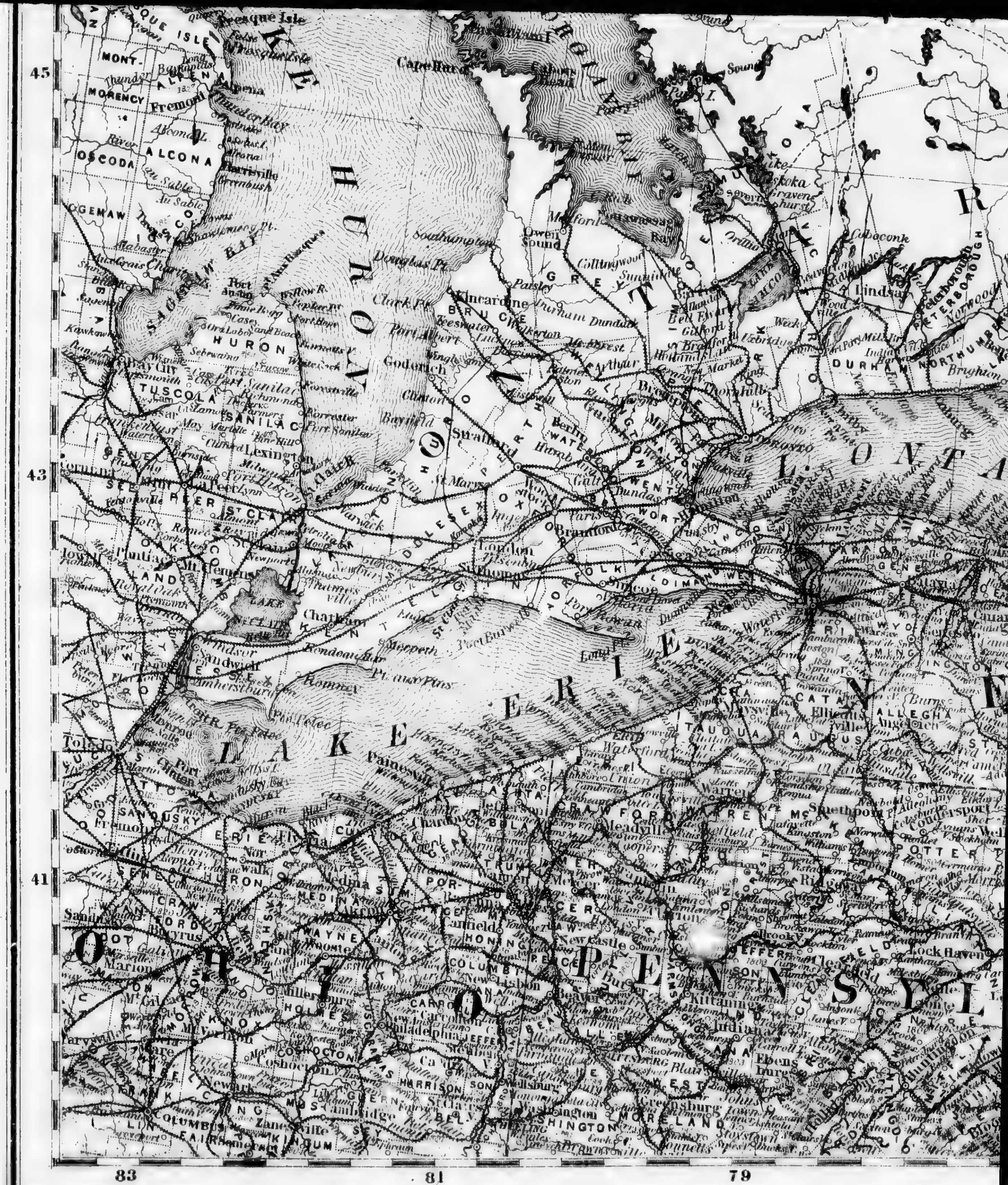

HUDSON BAY
BRITISH
DOMINION
COLUMBIA
VANCOUVER I.
N. W. TERRITORY
MANITOBA
WASHINGTON
OREGON
IDAHO
MONTANA
DAKOTA
WYOMING
NEBRASKA
NEVADA
UTAH
IOWA
WISCONSIN
ILLINOIS
UNITED STATES
L. Athabasca
Fort Churchill
Cumberland
Edmonton
Juan de Fuca
San Francisco
Great Salt Lake
Sioux City
Omaha Cy.
Nebraska City
Denver City
Pikes Peak
Ft. Benton
Missouri
Fort Severn
Peace
Dunvegan
L. Tamagamingue
L. Kenuewa
Goulais B.
Batchewaung B.
ALGOMA
Sault St. Marie
St. Joseph I.
Mackinaw
La Cloche
Great Manitoulin I.
LAKE NIPISSING
French R.
Mattawa R.
Ottawa
Presque Isle
PRESQUE ISLE
CHEBOYGAN
GEORGIAN
Cape Hurd
120
110
100
90
80
84
82
80
55
50
45
40
45



Longitude West from Greenwich
MAP SHOWING THE CANADIAN PACIFIC RAILWAY.
HUDSON BAY
LABRADOR
CANADA
NEWFOUNDLAND
G. OF ST LAWRENCE
NEW BRUNSWICK
NOVA SCOTIA
MAINE
NEW YORK
PENNSYLVANIA
OHIO
INDIANA
ILLINOIS
IOWA
WISCONSIN
MICHIGAN
L. SUPERIOR
ONTARIO
OTTAWA
Montreal
Quebec
Three Rivers
Chicago
Cleveland
Detroit
Buffalo
Toronto
Albany
Ha! Ha! Bay
Saguenay
CHICOUTIMI
MONTMORENCY
PONTIAC
QUEBEC
L. Kenuewa
Mattawa River
Pembroke
Rawdon
Industry
Arthabaska
Richmond
78
76
74
50
45

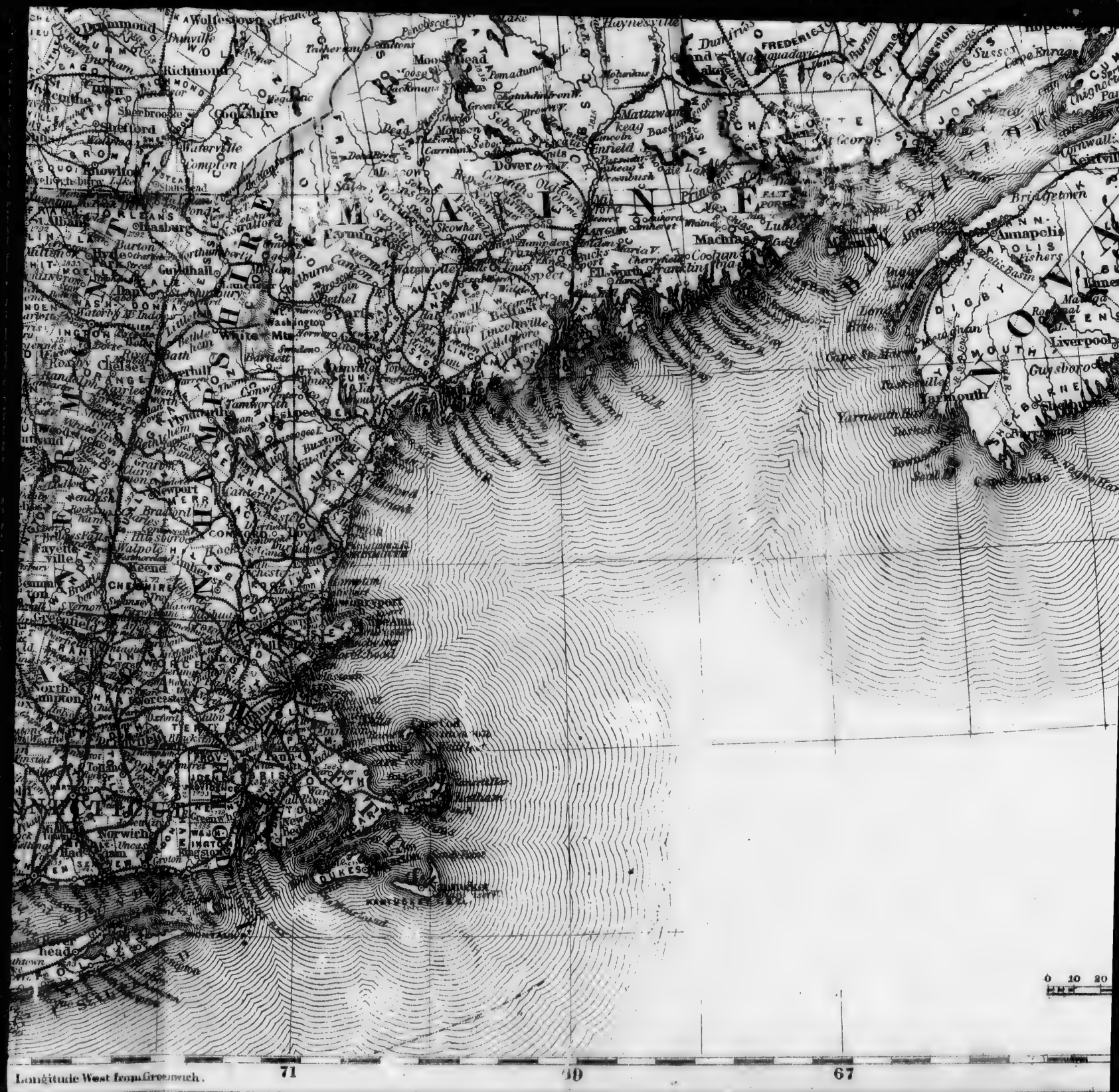
Longitude West from Greenwich
70
68
66
64
The Seven Isles
Lake
Ha! Ha! Bay
St. Johns
River
Tadousac
Trois Pistoles
Isle Verte
Riv. du Loup
St. Agnes
Baie St. Paul
CHARLEVOIX
MONTMORENCY
L'Islet
St. Thomas
Quebec
Point Levi
Lotbiniere
Three Rivers
Nelson
Somerset
MEGANTIC
Arthabaska
Drummond
Richmond
St. Francis
Rimouski
Metis
St. Simon
St. Anne
Outarde Bay
River St. Lawrence
SAGUENAY
CHICOUTIMI
RIMOUSKI
GASPE
BONAVENTURE
Grand Cascapedia
Richmond
New Carlisle
Dalhousie
Campbellton
Restigouche R.
RESTIGOUCHE
GLOUCESTER
Bathurst
Caraquette
Nipisiguit Riv.
Edmonstown
Madawaska
NORTHUMBERLAND
NEW BRUNSWICK
VICTORIA
Miramichi Bay
New Castle
Liverpool
KENT
Buctouch
Perth
Williamstown
Ashland
Ft. Fairfield
Houlton
Haynesville
Woodstock
Stanley
FREDERICTON
Salisbury
Hopewell
Sussex
ALBERT
Chesuncook
Lake
Moosehead
Penobscot
Vaudreuil
Wolfestown
St. Marie
Heron L.
Eagle
Lakes
Tobique
Van Buren
R. Mal Bay
York R.
St. Johns R.
Perce
Magdalaine
Mille Vaches
Bay of
PACIFIC

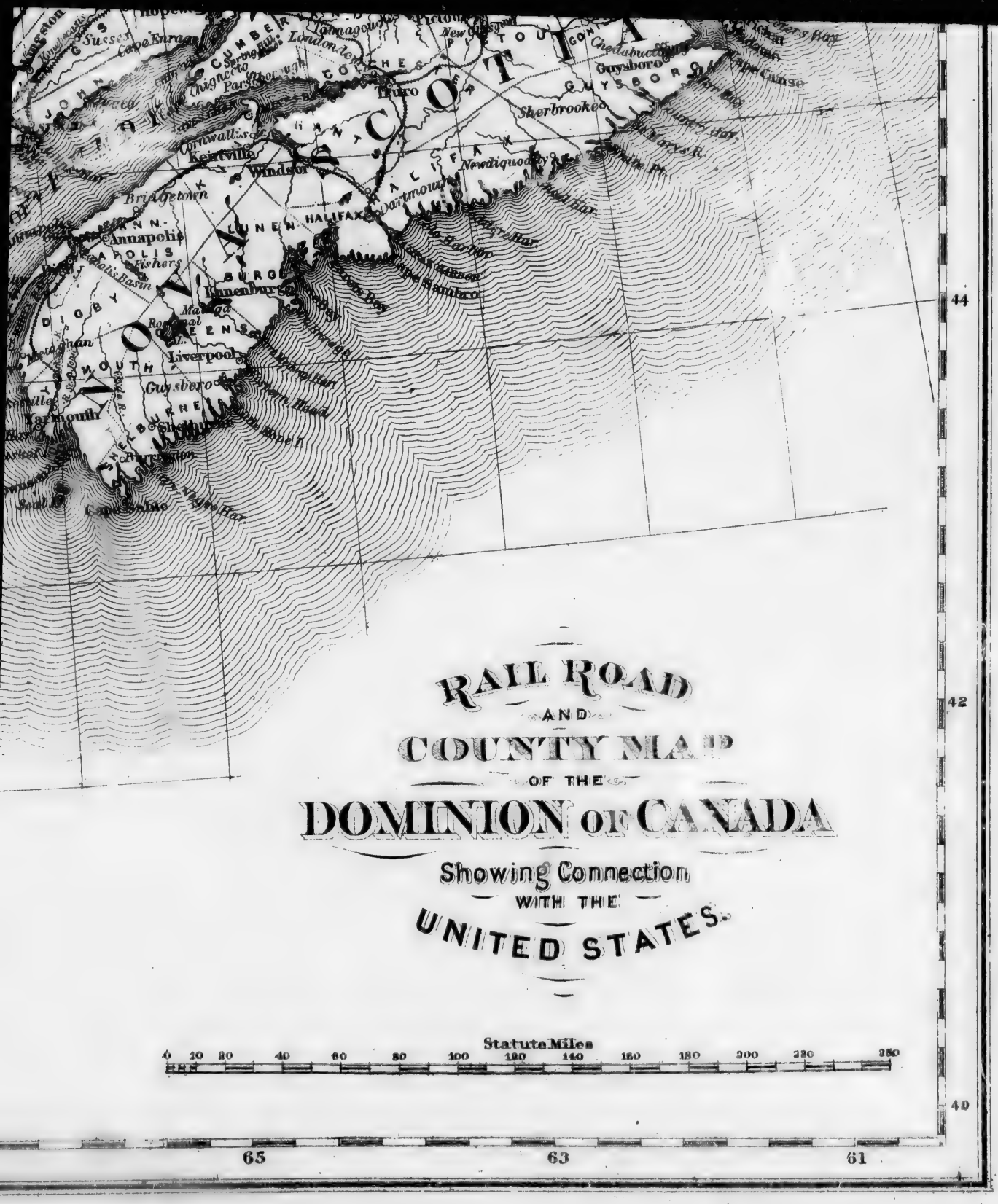
64
62
60
58
50
48
46
ANTICOSTI I.
West Pt.
S.W. Pt.
East Pt.
South Pt.
Magdalene
Rimouski
Cape Gaspe
York R.
St. Johns R.
R. Mal Bay
Percé
Paspebiac
Bonaventure R.
Richmond
New Carlisle
Bay Chaleur
Miscou I.
Shippegan I.
GULF OF
ST. LAWRENCE
Wolf I.
Magdalen Islands
Grindstone I.
Amherst I.
Entry I.
St. Paul's
Cape North
C. St. Lawrence
Aspy Bay
Ingonish
Baddeck
Sydney
Louisburg
Gabarus Bay
Port Hood
Port Hawkesbury
Canso
Guysboro
Tracadie
Caraquette
Bathurst
Gloucester
Miramichi Bay
Escuminac
North Pt.
Miramichi
Richibucto
Liverpool
Buctouche
Kent
Shediac
Dorchester
Hopewell
Amherst
Tatamagouche
Pictou
New Glasgow
Londonderry
Cape Enrage
Sussex
Kingston
Salisbury
Westmorland
Cumberland
Colchester
Pugwash
Tatamagouche
Truro
Parrsborough
Chedabucto Bay
Antigonish
Pictou
Inverness
Victoria
Cape Breton
Richmond
Arichat
Port Mulgrave
Sydney
Spanish Bay
Bras d'Or
Prince Edward Island
Charlottetown
Vernon River
Georgetown
Souris
East Point
Bay Fortune
Northumberland Strait
Tracadie Harbour
Pictou Harbour
Cape Tormentine
Shediac Harbour
Pugwash Harbour
Tatamagouche Harbour
Arichat Harbour
Port Hawkesbury
Canso Harbour
Guysboro Harbour
Tracadie Harbour
Pictou Harbour
Cape Breton Island



45
43
41
83
81
79
LAKE ERIE
HURON
L. ONTA
PENNSYL
O H I O
ALCONA
OSCODA
OGEMAW
HURON
TUSCOLA
SANILAC
ST CLAIR
KENT
ESSEX
GREY
BRUCE
PERTH
WATERLOO
MIDDLESEX
NORFOLK
DURHAM
ERIE
HURON
MEDINA
WAYNE
KNOX
COSHOCTON
HARRISON
CRAWFORD
POTTER
Alpena
Fremont
Harrisville
Bay City
Lexington
Port Huron
Chatham
Windsor
Sandwich
Amherstburg
Toledo
Sandusky
Southampton
Owen Sound
Collingwood
Kincardine
Goderich
Clinton
Stratford
London
Brantford
Paris
Galt
Dundas
Lindsay
Brighton
Painesville
Erie
Waterford
Meadville
Warren
Smethport
Ridgway
Clearfield
Kittanning
Indiana
New Castle
Canfield
Beaver
Wooster
Millersburg
Newark
Zanesville
Columbus
Marion
Bucyrus
Norwalk
Cambridge
Washington
Greensburg
Lock Haven

ONTARIO
Hull
Ottawa
Perth
Brockville
Kingston
Watertown
Ogdensburg
Montreal
Quebec
Richmond
Sherbrooke
Burlington
Rutland
Albany
Troy
Schenectady
Utica
Syracuse
Rochester
Buffalo
Ithaca
Binghamton
Elmira
Corning
Hornellsville
Olean
Jamestown
Erie
Meadville
Titusville
Bradford
Wellsboro
Williamsport
Lock Haven
Tunkhannock
Scranton
Milford
Mauch Chunk
Reading
Harrisburg
Lewistown
Bloomsburg
Pittsburgh
Wheeling
Cumberland
Baltimore
Philadelphia
Trenton
Newark
New York
Albany
Hartford
Boston
Portland
Concord
Montpelier
Burlington
Longitude West from Greenwich.
77
75
73
71


Wolfestown
Drummond
Danville
Durham
Richmond
Sherbrooke
Cookshire
Sherford
Waterville
Compton
Moose Head
Pemadumcook
Mattawamkeag
Enfield
Dover
Dexter
Skowhegan
Farmington
Hasburg
Gardiner
Augusta
Hallowell
Belfast
Bangor
Machias
Eastport
Calais
Bridgetown
Annapolis
Digby
Liverpool
Yarmouth
Cape Sable
Cape Ann
Cape Cod
Nantucket
Newport
Keene
Worcester
Norwich
Kingston
Chelsea
Bath
Portland
Lewiston
Gardiner
Hallowell
Augusta
Belfast
Bangor
Machias
Eastport
Calais
Longitude West from Greenwich.
71
69
67
0 10 20



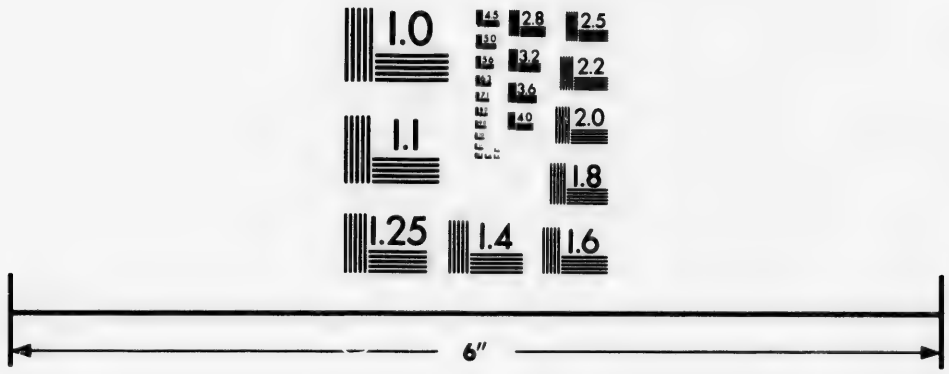
RAIL ROAD AND COUNTY MAP OF THE DOMINION OF CANADA

Showing Connection WITH THE UNITED STATES.

Statute Miles

0 10 20 40 60 80 100 120 140 160 180 200 220 250

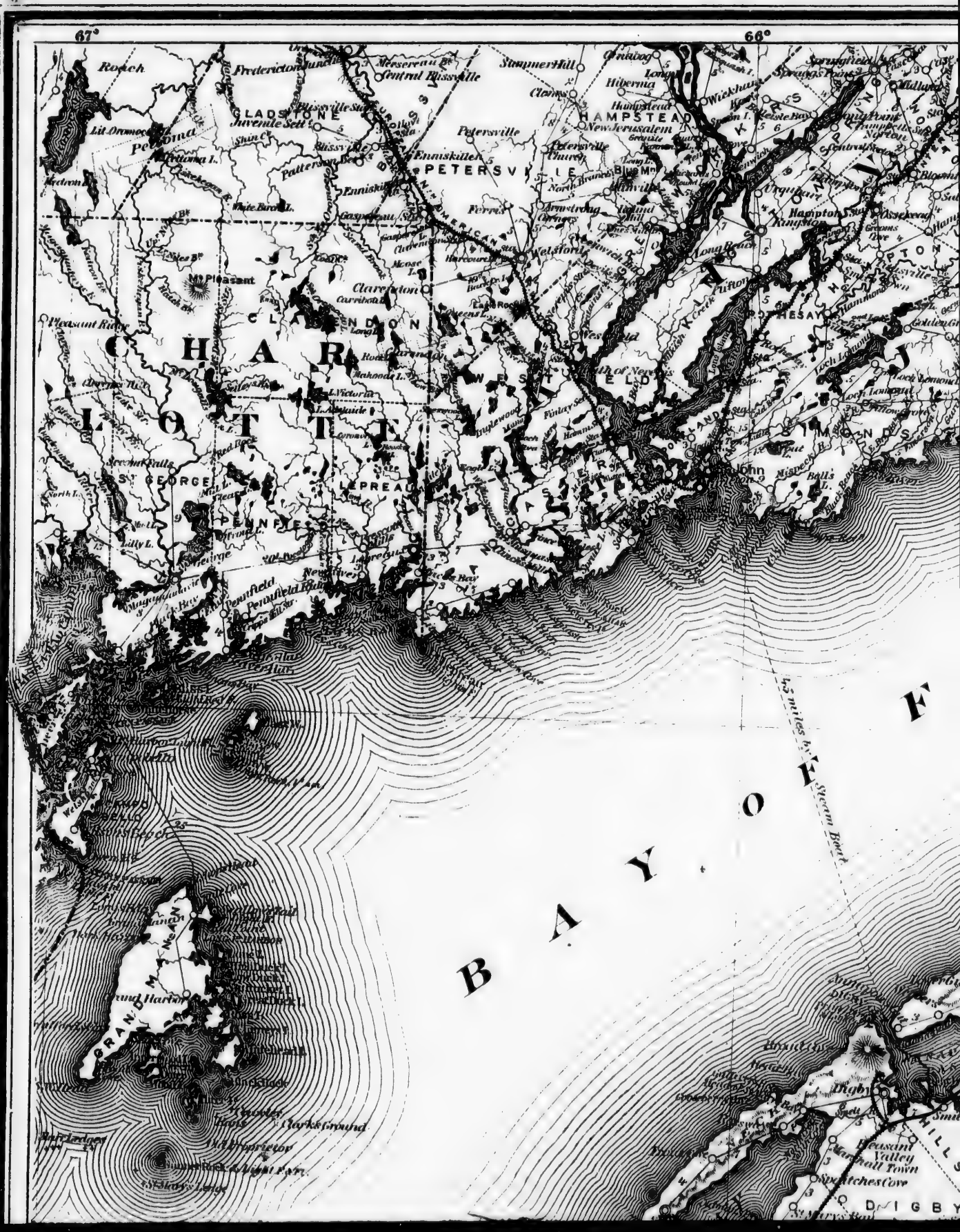
IMAGE EVALUATION
TEST TARGET (MT-3)



Photographic
Sciences
Corporation

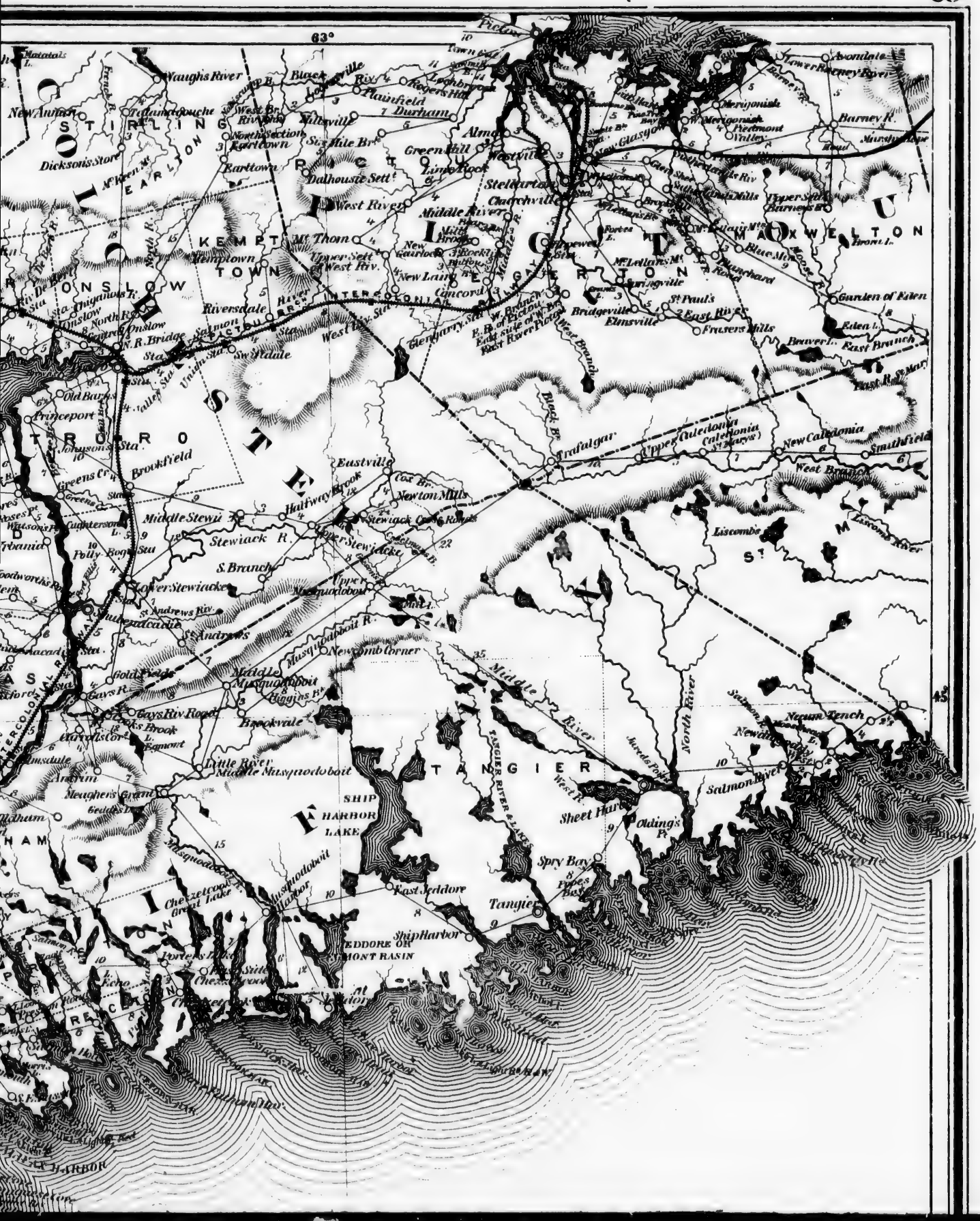
23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503

2.8
3.2
2.5
2.2
2.0
1.8
1.6
1.1
1.0


67°
66°
Roach
Fredericton Junct.
Meserreau Br.
Central Blissville
Summer Hill
Hibernia
Claremont
Springfield
Millville
GLADSTONE
Juvenile Sett.
Lit. Dromore
Pemona
Prisma L.
Blissville Sta.
Patterson Br.
Enniskillen
PETERSVILLE
Petersville
Petersville Church
HAMPSTEAD
New Jerusalem
Blue Mt.
Wickham
Hampstead
Hampton Ferry
Hampton
Kingston
Long Branch
Welsford
Ferris
Armstrong Corner
Gaspereau Sta.
White Birch L.
Mt. Pleasant
Clarendon
Carribou L.
Pleasant River
CLARENDON
CHARLOTTE
L. Victoria
L. Adelaide
Red Rock
Second Falls
ST. GEORGE
LEPREAU
PENNFIELD
Pennfield
Pennfield Ridge
New River
Musquash Bay
Musquash Harbor
Grand Manan
Northern Head
Ingalls Head
Long Pond
Clarks Ground
Swallow Tail Light
Bay of Fundy
Digby
Digby Neck
Brier Island
Sandy Cove
Pleasant Valley
Marshall Town
Sweetchester
Mispeck R.
Balls L.
Lily L.
North L.
Lake Ledger

66°
65°
Longitude West from Greenwich
SUSSEX
WATERFORD
ALMA
HAMMOND
UPHAM
HAMPTON
ROTHESAY
SIMONDS
ST MARTINS
CHIGNECTO BAY
PARRSB
Apple Riv.
Three Sisters
Spencer Island
C. Chignecto
Quaco Ledge
Quaco Head
Cape d'Or
Haute Isl.
MINES CHANNEL
Scots Bay
OF FUNDY
Ross Corner
Long Point
CORNWALLIS
Somerset
Waterville
Berwick
Berwick Sta.
KINGS
Aylesford
Kingston
Millville
Factorydale
Jackson Road
Harmony
AYLESFORD
Wilmot
Middleton
Paradise Lane
Bridgetown
ANNAPOLIS RIVER
Tupperville
Round Hill
Annapolis
Granville Centre
Granville Ferry
New Albany
Fales L.
George L.
Lahave Lakes
L. Paul
Kempt Lake
Owl L.
Dalhousie Road Settlement
Dalhousie
Stoddarts
Springfield
ANNAPOLIS
CLEMENTS
Digby
HILLSBURGH
DIGBY
Milford
FISHER'S LAKE
Bear River West Side
Smiths Cove
Clementsvale
Durkee L.
Boot Lake
Pleasant L.
Mill L.
LAKE SHERBROOKE
New Ross
Fosters Sett.
Gold R. Lake
Clearland Sett.
CHES
Chester
L. Merry
Gaspereaux L.
GASPEREAUX LAKE
HORTON
Canada Cr.
Church Street
Canard
Lakeville
Centreville
Billtown
Gunning
North Mt.
Steam Boat
Kinsman's Cor.
Hastings
Salt Springs
Golden Grove
Quaco Road
Fairfield
Bayfield
Salmon R.
Hillsdale
Norton Sta.
Bloomfield
Hampton
Kingston
Germantown
Baskin
Apple R.
Shulie R.
Lawrence
Hallway Riv.
Lakelands
Port Greville
Black Rock
Halls Harbour
Chapmans Cor.
Margaretsville
Port George
Port Williams
Harbourville

Longitude West from Greenwich
64°
Cobequid Mountains
PARRSBOROUGH
ECONOMY
LONDONDERRY
ONSLOW
STIRLING
EARLTOWN
MINES BASIN
COBEQUID BAY
CHANNEL
SCOTS BAY
KEMPT
MAITLAND
DOUGLAS
RAWDON
NEWPORT
HORTON
FALMOUTH
WINDSOR
HALIFAX
CHESTER
TRURO
Spring Hill
Claremont
River Philip
Thompsons Mill
Wallace R.
Southampton
Windham Hill
Lawrence Fact.
Maccan Mn.
Jackson's Road
Westbrook
Westchester
Wentworth Sta.
Browns Brook
Folly Lake
Halfway Riv.
Lake Road
Apple Riv.
Kirkhill
Five Islands
Economy
Bass River
Acadia Iron Mine
Brookville
Port Greville
Parrsborough
Scots Bay
Cape Blomidon
Walton
Noel
Densmores Mills
Five Mile Riv.
Upper Kennetcook
Kennetcook Cr.
Cambridge
Cheverie
Summerville
Canning
Ross Corner
Centreville
Lakeville
Wolfville
Avonport
Lochartville
Hantsport
Gaspereaux
Horton Mt.
Falmouth
Windsor
Scotch Village
Upper Rawdon
South Rawdon
Nine Mile River
Renfrew
Princeport
Brookfield
Greens Cr.
Urbania
North Salem
Indian Road
Gays River Road
Gold Fields
Oldham
Beaver Lake
Blind Lake
Vaughan
Kempt Lake
Gaspereaux Lake
New Ross
Pockwock Lake
Waverley
Wellington Settlement
English Corner
Halifax
Hubbert's Cove
Chester Basin
Gold River
Dalhousie Road Settlement
Lake Sherbrooke
Owl L.
George L.
L. Paul


63°
Pictou
Waughs River
New Annan
STIRLING
Dicksonis Store
Tatamagouche
West Br. River John
Kilsyth
North Section
Earltown
Earltown
Black River
Plaintield
Durham
Rogers Hill
Lochbroom
Six Mile Br.
Dalhousie Sett.
Green Hill
Lime Rock
Almon
Westville
Stellarton
Clachville
West River
Middle River
Mt Thom
Hemptown
KEMPTOWN
Upper Sett. of West Riv.
New Gairloch
New Laing
Concord
Riversdale
Salmon River
Stewiacke
Middle Stewi
Stewiacke R.
Upper Stewiacke
S. Branch
Lower Stewiacke
Musquodoboit
St Andrews Riv.
St Andrews
Newcomb Corner
Middle Musquodoboit
Higgins Br.
Brookvale
Little River
Middle Musquodoboit
Meaghers Grant
Musquodoboit
Musquodoboit Harbor
Chezzetcook Great Lake
Forbes Point
Echo L.
Eastville
Halifax Brook
Newton Mills
Stewiack Cove Rapids
Trafalgar
Upper Caledonia
Caledonia
St Marys
New Caledonia
Smithfield
West Branch
Liscombe
Liscombe River
Middle River
North River
Jacobs Point
TANGIER
TANGIER RIVER & LAKES
West R.
Sheet Harbor
Olding's Pt.
Salmon River
Newum Tench
Newdigate
Spry Bay
Pipes Bay
Tangier
East Jeddore
Ship Harbor
JEDDORE OR EDMONT BASIN
SHIP HARBOR LAKE
Musquodoboit Harbor
Echo L.
Chezzetcook
Eastern Shore
Ship Harbor
Halifax Harbor
Pictou
Lower Barney River
Avondale
Merigomish
Barney R.
New Glasgow
Gaen
Upper Stellarton
Blue Mts
Garden of Eden
Eden L.
Beaver L.
East Branch
East R. St Mary
Bridgeville
Elmsville
St Paul's
East River
Frasers Mills
Lorne
Lorne River
Black Br.
Brookfield
Princeport
Old Barney
Greens Cr.
Polly Bog Stu
Cuthbertson L.
Watsons Pt.
Goldfields
Cays R.
Cays Riv. Road
Hurds Cr.
Hurds Brook
Egmont
Amherst
Tatamagouche
Waughs River
Black River
Plaintield
Durham
Almon
Stellarton
Clachville
Middle River
Upper Sett. of West Riv.
New Laing
Concord
Riversdale
Salmon River
Stewiacke
Middle Stewi
Stewiacke R.
Upper Stewiacke
S. Branch
Lower Stewiacke
Musquodoboit
St Andrews Riv.
St Andrews
Newcomb Corner
Middle Musquodoboit
Higgins Br.
Brookvale
Little River
Middle Musquodoboit
Meaghers Grant
Musquodoboit
Musquodoboit Harbor
Chezzetcook Great Lake
Forbes Point
Echo L.
Eastville
Halifax Brook
Newton Mills
Stewiack Cove Rapids
Trafalgar
Upper Caledonia
Caledonia
St Marys
New Caledonia
Smithfield
West Branch
Liscombe
Liscombe River
Middle River
North River
Jacobs Point
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TANGIER RIVER & LAKES
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Olding's Pt.
Salmon River
Newum Tench
Newdigate
Spry Bay
Pipes Bay
Tangier
East Jeddore
Ship Harbor
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SHIP HARBOR LAKE
Musquodoboit Harbor
Echo L.
Chezzetcook
Eastern Shore
Ship Harbor
Halifax Harbor
Pictou
Lower Barney River
Avondale
Merigomish
Barney R.
New Glasgow
Gaen
Upper Stellarton
Blue Mts
Garden of Eden
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Beaver L.
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East R. St Mary
Bridgeville
Elmsville
St Paul's
East River
Frasers Mills
Lorne
Lorne River
Black Br.
Brookfield
Princeport
Old Barney
Greens Cr.
Polly Bog Stu
Cuthbertson L.
Watsons Pt.
Goldfields
Cays R.
Cays Riv. Road
Hurds Cr.
Hurds Brook
Egmont
Amherst
Tatamagouche
Waughs River
Black River
Plaintield
Durham
Almon
Stellarton
Clachville
Middle River
Upper Sett. of West Riv.
New Laing
Concord
Riversdale
Salmon River
Stewiacke
Middle Stewi
Stewiacke R.
Upper Stewiacke
S. Branch
Lower Stewiacke
Musquodoboit
St Andrews Riv.
St Andrews
Newcomb Corner
Middle Musquodoboit
Higgins Br.
Brookvale
Little River
Middle Musquodoboit
Meaghers Grant
Musquodoboit
Musquodoboit Harbor
Chezzetcook Great Lake
Forbes Point
Echo L.
Eastville
Halifax Brook
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Stewiack Cove Rapids
Trafalgar
Upper Caledonia
Caledonia
St Marys
New Caledonia
Smithfield
West Branch
Liscombe
Liscombe River
Middle River
North River
Jacobs Point
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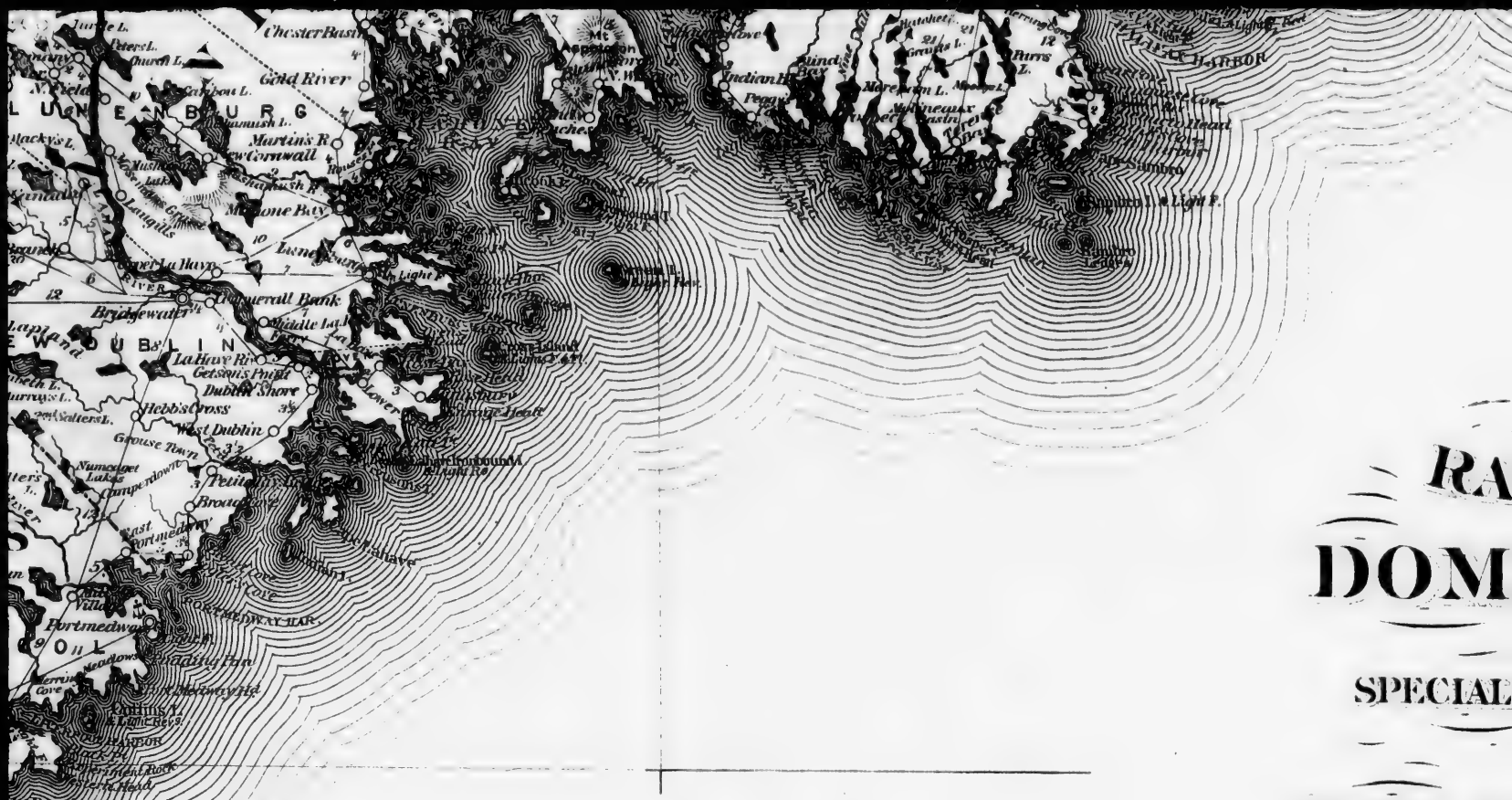
TANGIER RIVER & LAKES
West R.
Sheet Harbor
Olding's Pt.
Salmon River
Newum Tench
Newdigate
Spry Bay
Pipes Bay
Tangier
East Jeddore
Ship Harbor
JEDDORE OR EDMONT BASIN
SHIP HARBOR LAKE
Musquodoboit Harbor
Echo L.
Chezzetcook
Eastern Shore
Ship Harbor
Halifax Harbor

Pleasant Valley
Marshall Town
Sheratches Cove
St Marys Bay
Gilberts Cove
Weymouth
WEYMOUTH
Weymouth Bridge
Weaver Settl
D I G
Havelock
New Tusket
CLARE
L. Wentworth
Meteghan River
Meteghan
Clearwater L.
Salmon R.
Cedar L.
Lake George
Skinner L.
Mapletree
Kemptville
Kempt Bridge
Pearts L.
Long L.
Tusket Forks
Tusket
Red Lake
Argyle
Tusket Wedge
Pubnico Harbor
East Side Pubnico Harbor
Oak Park L.
Burrington
Baker Pt.
Trinity Ledge
Lurcher Shl
Green Tusket
Jackson
Seal Is
Main R.
44

DIGBY
WEYMOUTH
Weymouth
Weymouth Bridge
Gilberts Cove
Weaver Settt
Havelock
New Tusket
L. Wentworth
Maplretree
Kemptville
Kempt Bridge
Tusket Forks
Tusket
ARGYLE
Argyle
Pubnico Harbor
East Side Pubnico Har.
BARRINGTON
Barrington
Barrington Passage
Bear Pt.
Port Latour
Cape Negro
Clyde River
Roseway
Gunning Cove
Birchtown
Shelburne
Sandy Point
Lockeport
SHELBURNE
Upper Clyde Riv.
Middle Clyde River
Middle Ohio
Jordan River
Roseway R.
Clyde River
Sable River
Port Le Bear
Remembrance
Port Jolie
Portmouton
Robertson's
Little Hope I.
Light & Rev.
QUEENS
LAKE ROSSIGNOL
Penhook L.
Pleasantfield
Davis L.
Seguin Sega Lakes
Franks L.
Pale L.
Ford L.
Fisher's Lake
Milford
L. Mary
Maitland
Northfield
Minard L.
Kempt
Fairy Lake
Caledonia Corner
Brookfield
Malaga L.
North Brookfield
Pleasant River
Round L.
Post
Portmedway Great L.
Greenfield
Wentworth L.
Middle Field
Ten Mile L.
Herring Cove Lake
Beaver Lakes
Liverpool River
LIVERPOOL
Liverpool
Milton
Brookton
GUYSBORO
Broad R.
New Germany
Portmedway
NEW DUBLIN
Bridgewater
Chelsea
La Have Riv.
Getsons Point
Dublin Shore
Hebb's Cross
West Dublin
Grouse Town
LUNENBURG
New Cornwall
Martins R.
Mahone Bay
Gold River
New Canada
Upper Branch
Hortons Cor.
Chesley Corner
Long L.
65°
Longitude West from Greenwich



EXPLANATION

- *Post Office*
- *P.O. and Money Order Office*
- *P.O., Money Order Office and P.O. Savings Bank*
- *Telegraph Station*
- *Port of Entry*
- Sta. — Sta. *Railways completed*
- *Railways in progress*
- 5 — 10 *Distances between Towns over Post Roads.*

RA

DOM

SPECIAL

COUNTIES, TO

POST ROADS, F

Sho

Longitude West from Greenwich 64°

NEW
RAILWAY AND POSTAL MAP
OF THE
DOMINION OF CANADA

Compiled by Permission from the

SPECIAL MAPS OF THE POST OFFICE DEPARTMENT

and other Official Sources,

SHOWING

COUNTIES, TOWNS, VILLAGES, RAILWAY AND TELEGRAPH STATIONS,
POST ROADS, POST OFFICES, SAVINGS BANKS AND MONEY ORDER OFFICES,

AND

Shortest Distances between Towns via Mail Routes.

Scale, 10 Miles to one inch.

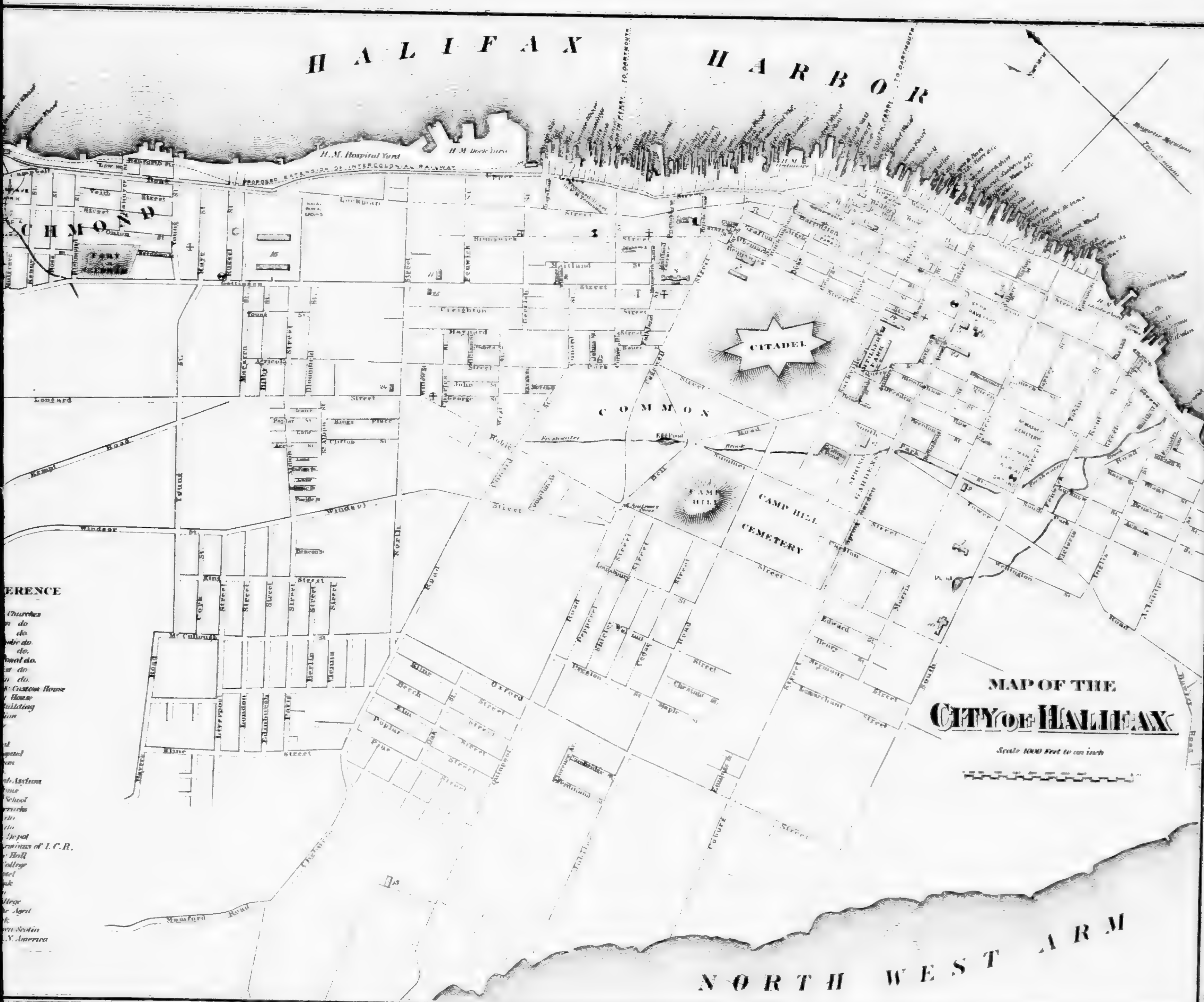
SHEET No. 1.

J. Deve

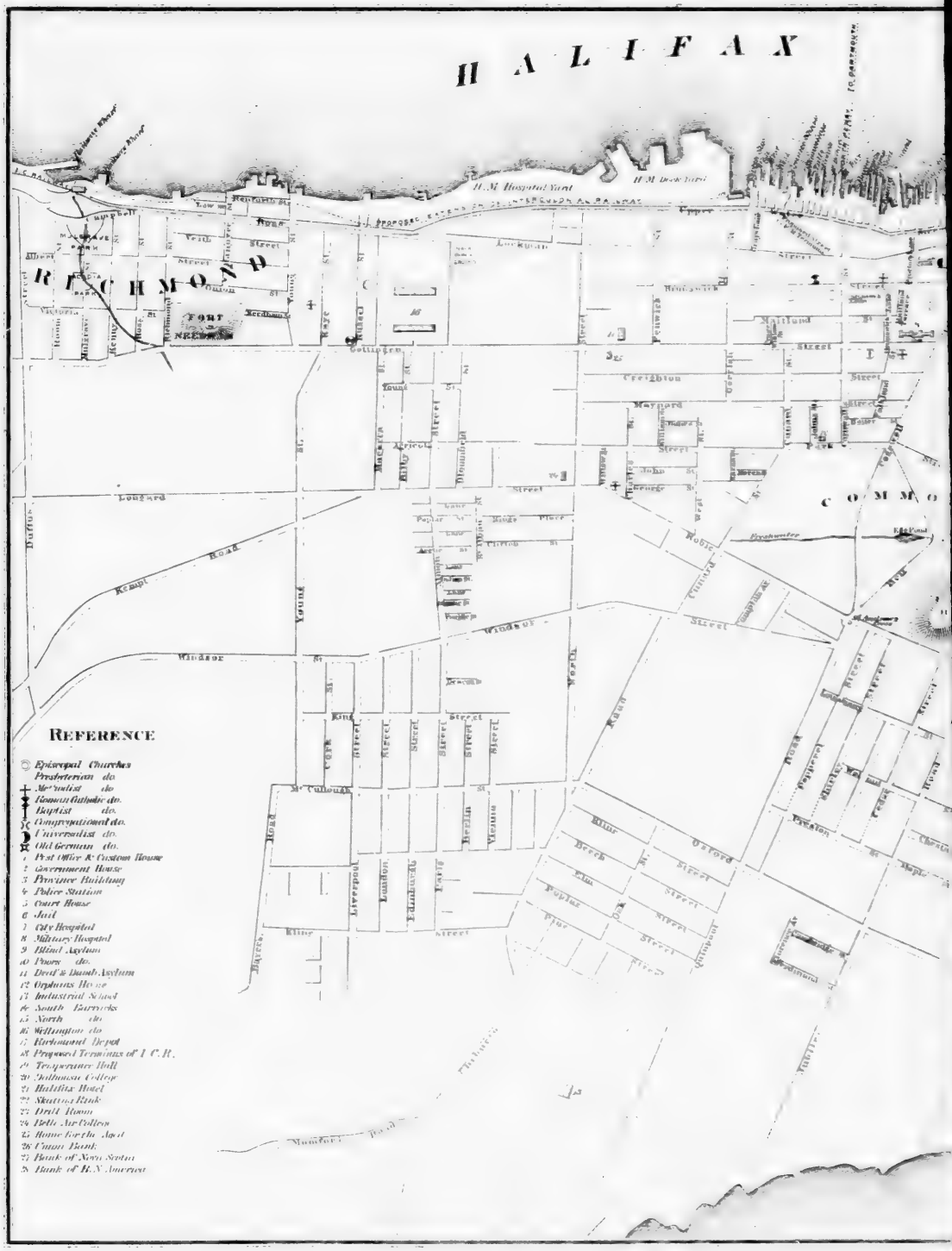
Chief Inspector
Post Office Department, Ottawa.

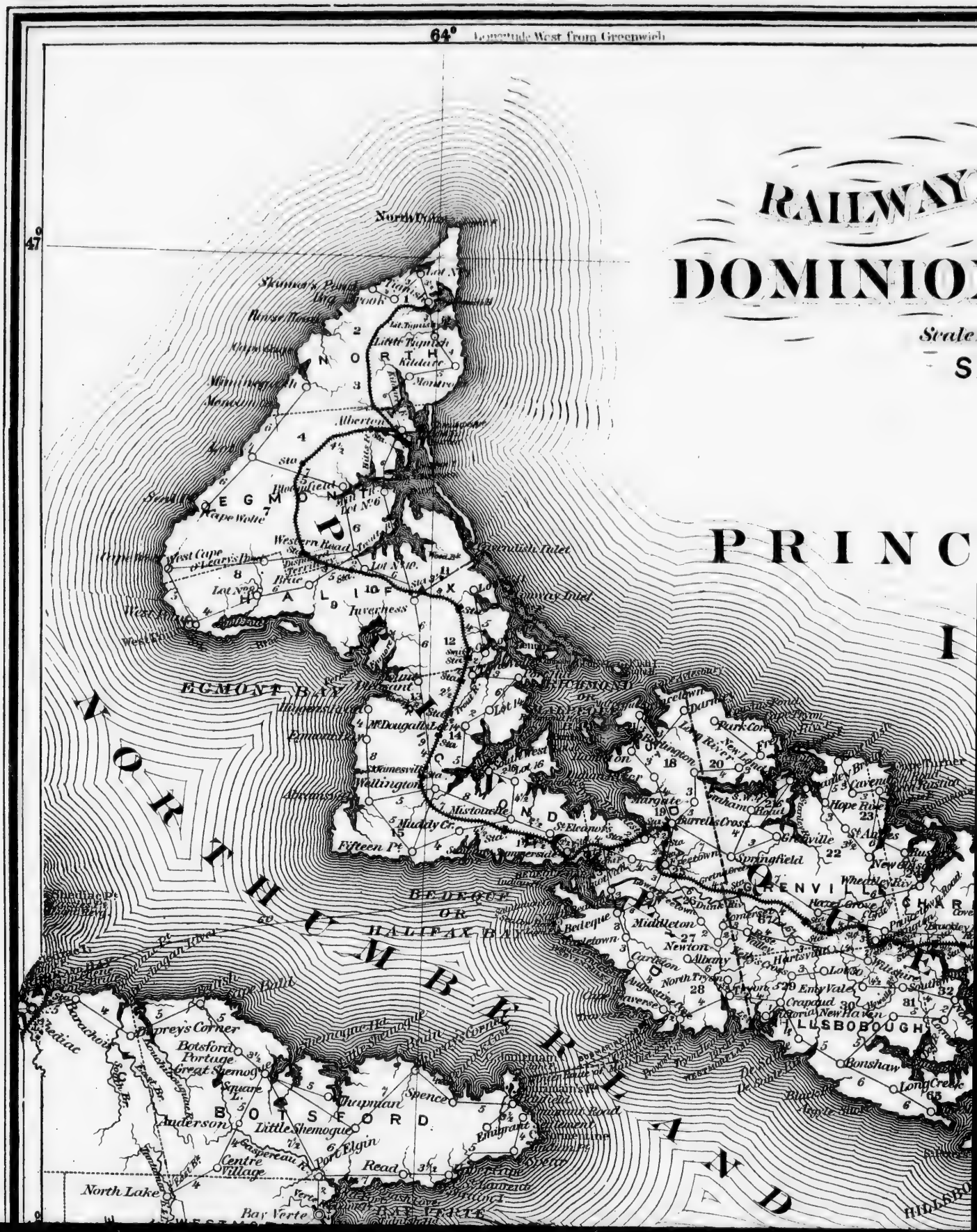
63°

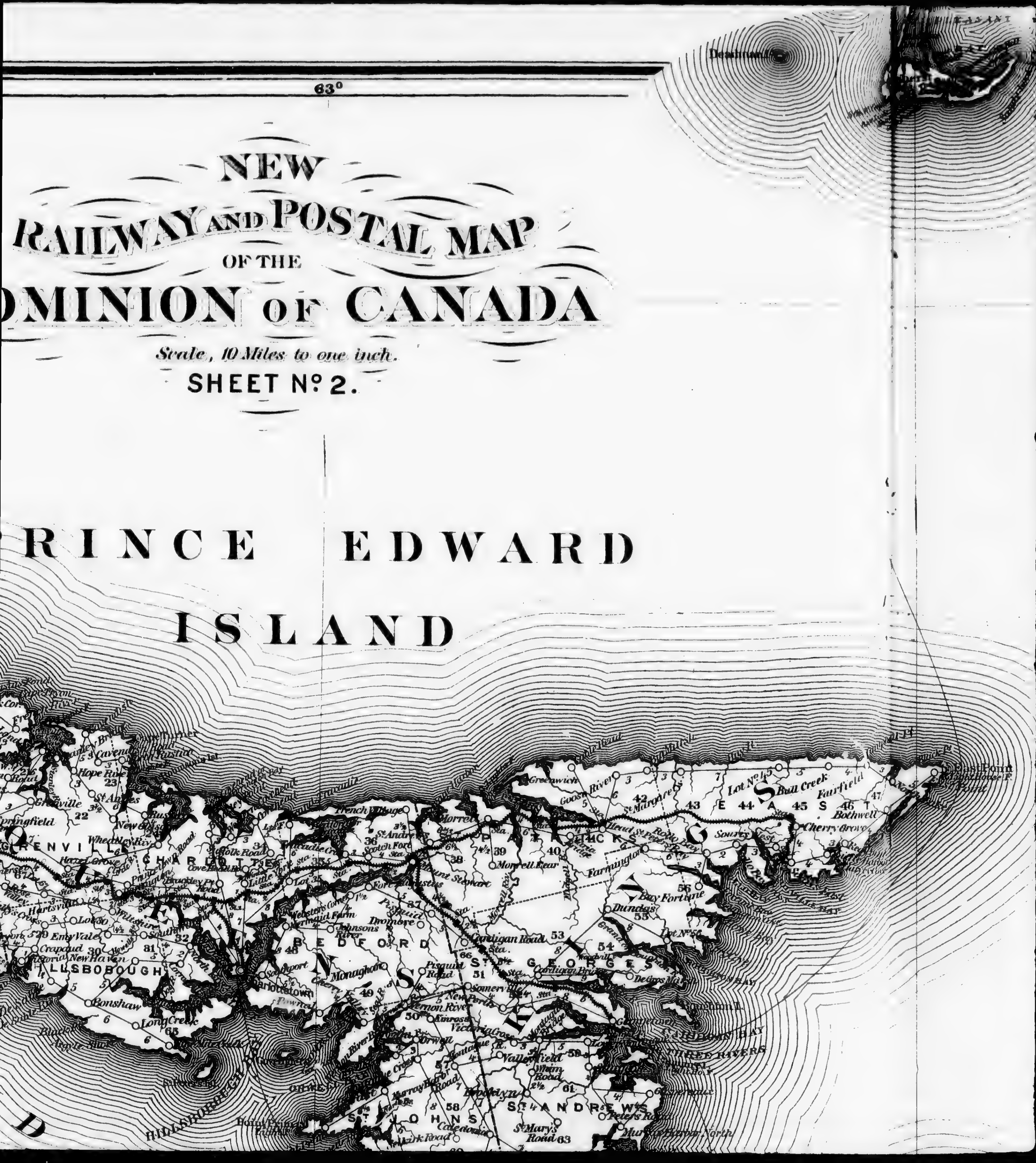
HALIFAX HARBOR
H.M. Hospital Yard
H.M. Dock Yard
TO DARTMOUTH
TO DARTMOUTH

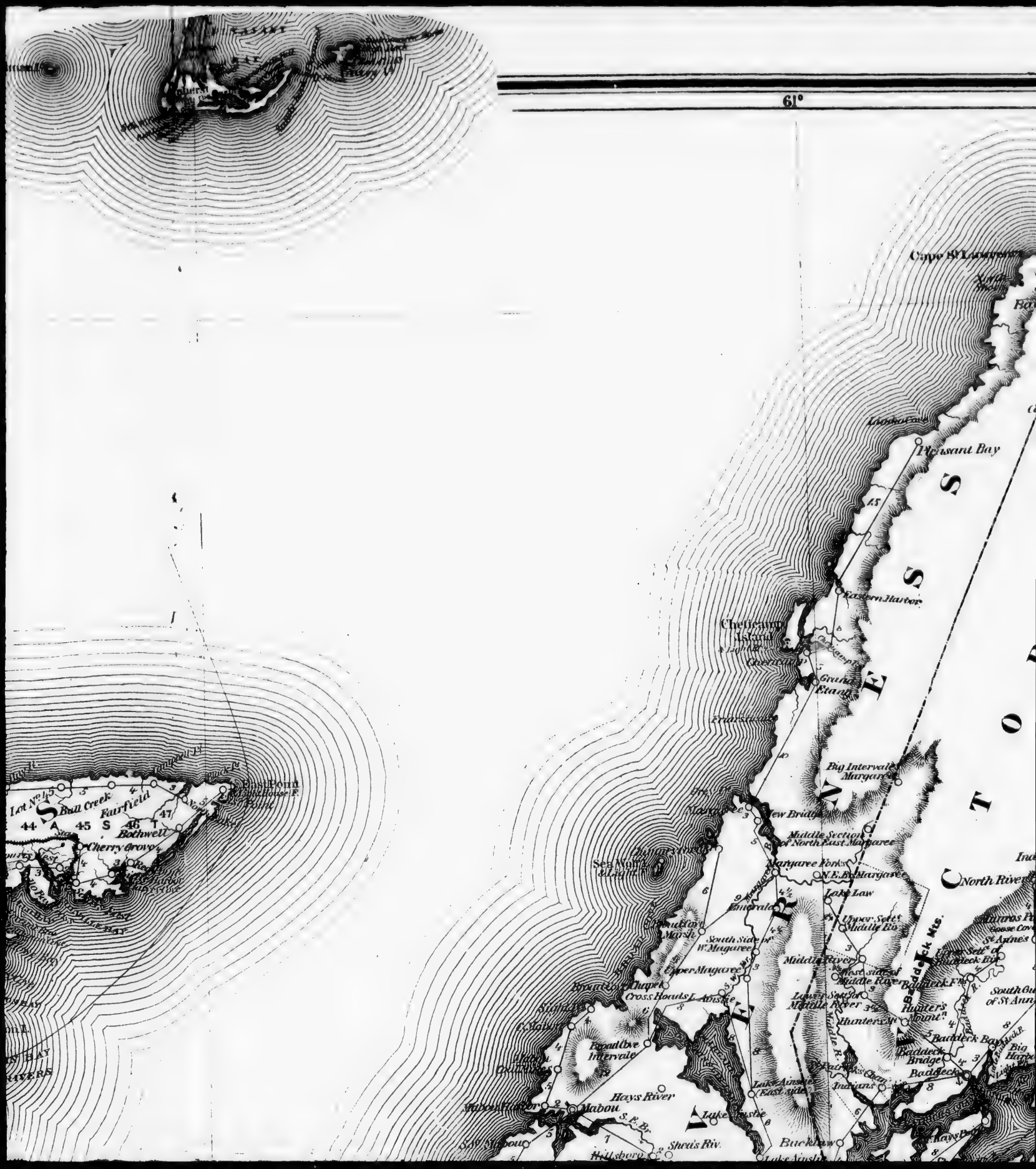

MAP OF THE
CITY OF HALIFAX
Scale 1000 Feet to an inch
HALIFAX HARBOR
NORTH WEST ARM
CITADEL
COMMON
CAMP HILL
CEMETERY
H. M. Hospital Yard
H. M. Dock Yard
PROPOSED EXTENSION OF INTERCOLONIAL RAILWAY
TO DARTMOUTH
ERENCE

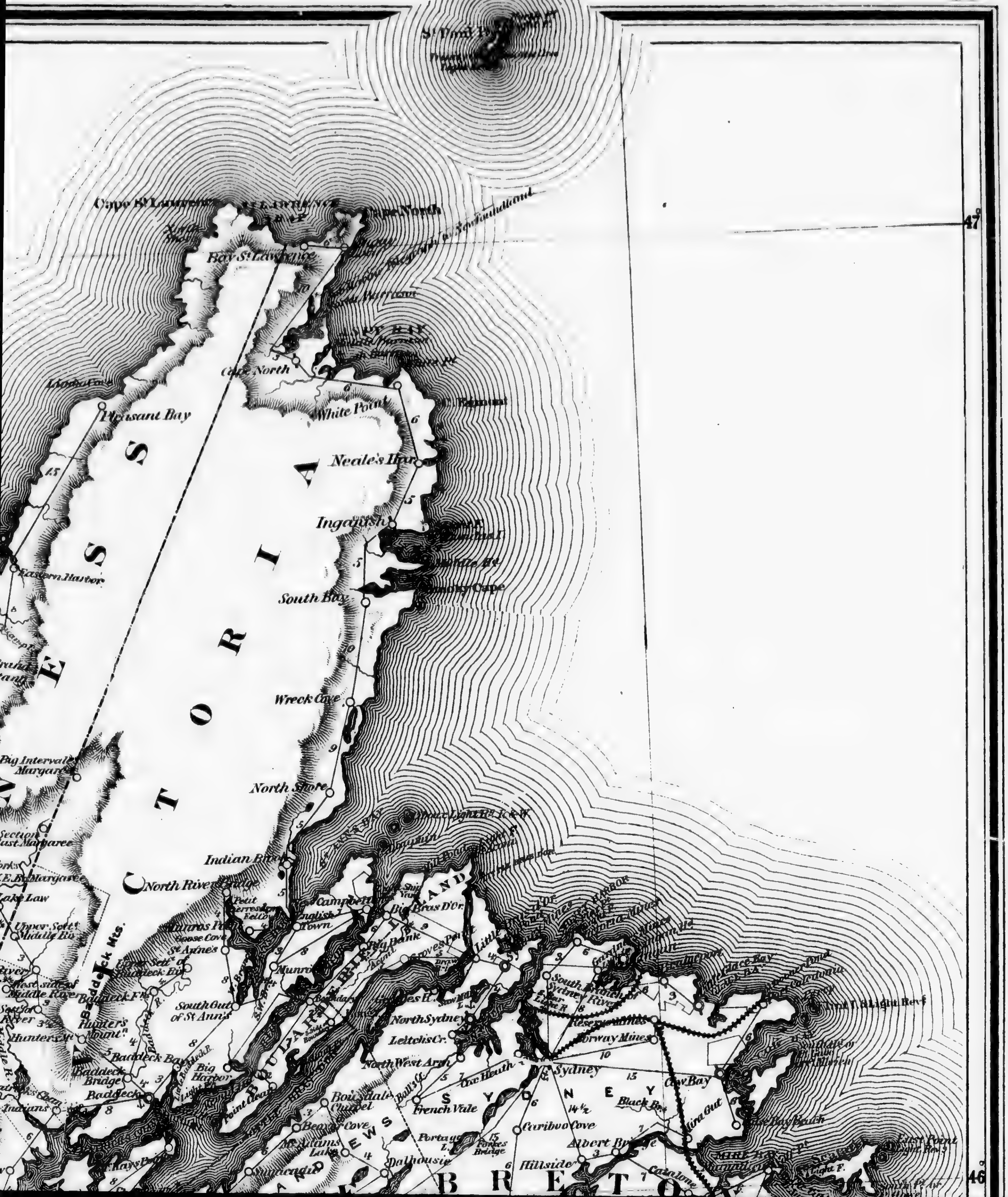
HALIFAX
H.M. Hospital Yard
H.M. Dock Yard


HALIFAX
RICHMOND
COMMO
H.M. Hospital Yard
H.M. Dock Yard
FORT
Lower Water Street
Upper Water Street
Hollis Street
Granville Street
Barrington Street
Pleasant Street
Maitland Street
Cornwallis Street
Gottingen Street
Creighton Street
Maynard Street
Agricola Street
Dominion Place
Lockman Street
Kempt Road
Windsor Road
Young Street
Quinpool Road
Robie Street
Willow Street
Oxford Street
Poplar Street
Blue Street
Elm Street
Beech Street
Pepperell Street
Chebucto Road
Inglis Street
Cogswell Street
Leeds Street
Liverpool Street
Lucknow Street
Hollis Street
Barrington Street
Tower Road
Bedford Basin
Northwest Arm
Freshwater
Dartmouth
Ferry
Mumford Road
Bayers Road
Dutch Village Road
Bedford Road
Windsor Road
Kempt Road
Quinpool Road
Robie Street
Willow Street
Oxford Street
Poplar Street
Blue Street
Elm Street
Beech Street
Pepperell Street
Chebucto Road
Inglis Street
Cogswell Street
Leeds Street
Liverpool Street
Lucknow Street
Hollis Street
Barrington Street
Tower Road
Bedford Basin
Northwest Arm
Freshwater
Dartmouth
Ferry
Mumford Road
Bayers Road
Dutch Village Road
REFERENCE
Episcopal Churches
Presbyterian do.
Methodist do.
Roman Catholic do.
Baptist do.
Congregational do.
Universalist do.
Old German do.
1 Post Office & Custom House
2 Government House
3 Province Building
4 Police Station
5 Court House
6 Jail
7 City Hospital
8 Military Hospital
9 Blind Asylum
10 Poor do.
11 Deaf & Dumb Asylum
12 Orphans House
13 Industrial School
14 South Barracks
15 North do.
16 Wellington do.
17 Richmond Depot
18 Proposed Terminus of I. C. R.
19 Temperance Hall
20 Dalhousie College
21 Halifax Hotel
22 Statton Bank
23 Drill Room
24 Belle Air College
25 Home for the Aged
26 Union Bank
27 Bank of Nova Scotia
28 Bank of B.N. America

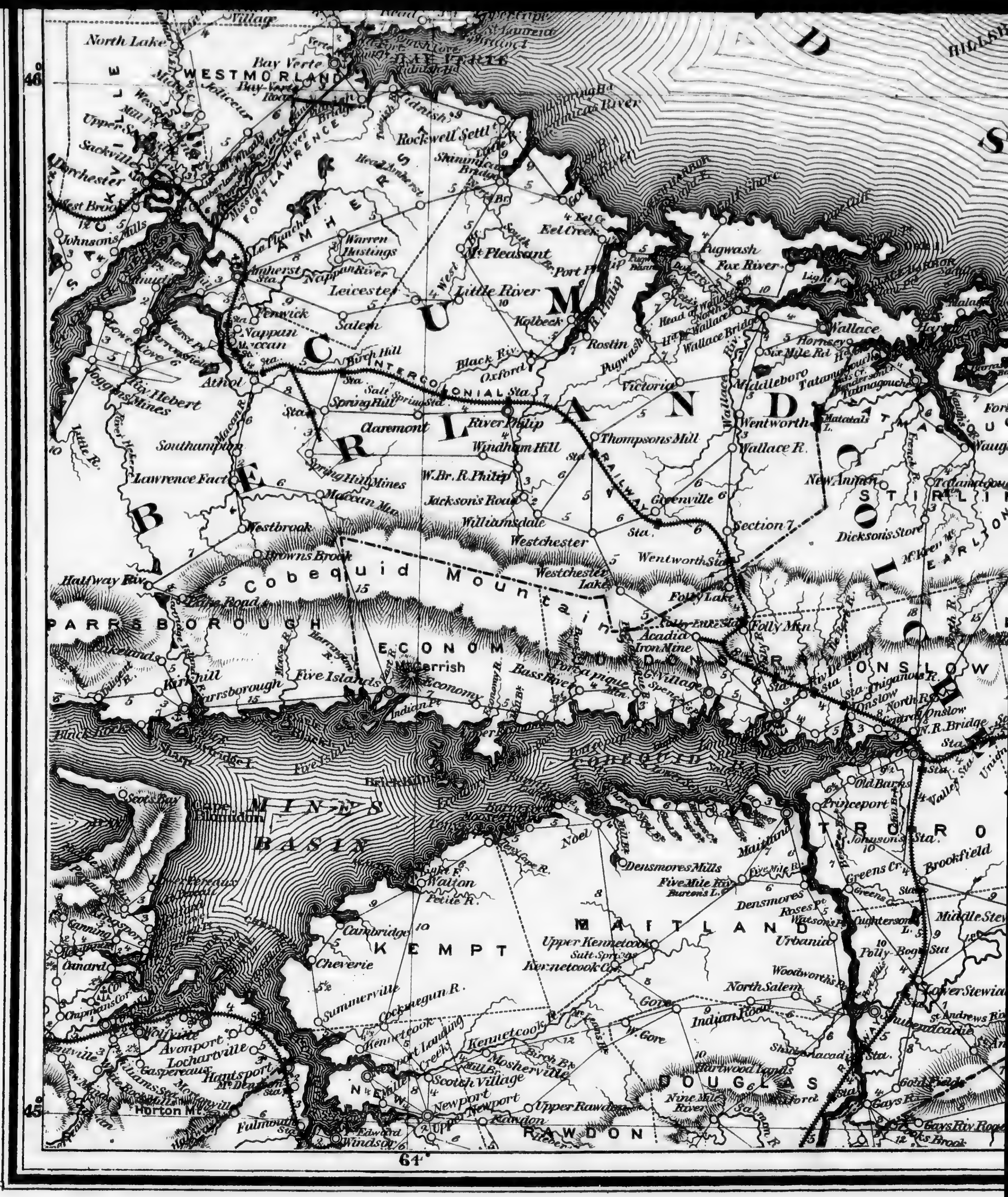

64° Longitude West from Greenwich
47°
RAILWAY
DOMINIO
Scale
S
PRINC
I
NORTHUMBERLAND
EGMONT BAY
BEDEQUE OR HALIFAX BAY
NORTH
EGMONT
HALIFAX
Alberton
Tignish
Little Tignish
Kildare
Miminegash
Newton
Lot No 6
Lot No 10
Lot No 8
Lot No 9
Cape Wolfe
West Cape
Western Road
Cavendish Inlet
Tracadie Inlet
Inverness
Malpeque
Darnley
Park Corner
Wellington
Mistouche
Muddy Cr.
Fifteen Pt.
Margate
Burrells Cross
Hope River
St Eleanors
Springfield
Cardigan River
Bedeque
Middleton
Newton
Albany
Carleton
Augustine Cove
Hartsville
Crapaud
New Haven
Bonshaw
Long Creek
Emy Vale
Wilmot
Botsford
Portage
Great Shemogue
Square L.
Anderson
Little Shemogue
Chapman
Spence
Elgin
Centre Village
Read
Emigrant
Sherbrooke
North Lake
Bay Verte
Tracadie
Sheddiac Pt.
Shediac
Pugwash River
Pugwash Harbour
Tatamagouche
Pictou
Merigomish
Malpeque Bay
Little Tignish Bay
Tracadie Bay
Bay Verte
Cape Tormentine
Baie Verte
Port Elgin
Aspereau R.
Fox River
Tyne River
Hillsborough
Bonshaw
Long Creek

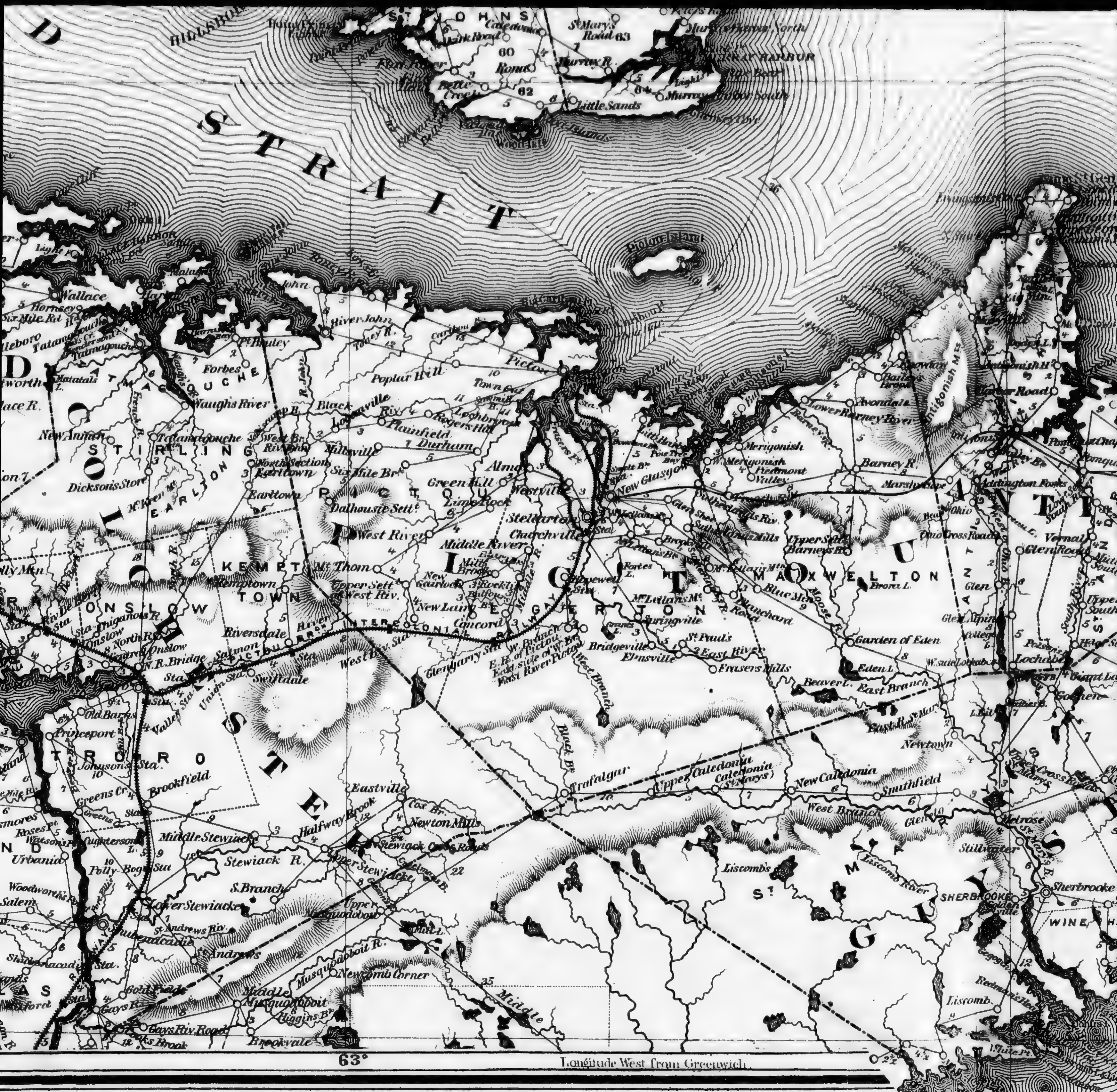

63°
NEW
RAILWAY AND POSTAL MAP
OF THE
OMINION OF CANADA
Scale, 10 Miles to one inch.
SHEET Nº 2.
RINCE EDWARD
ISLAND
Greenwich
Goose River
Bull Creek
Fairfield
Bothwell
Cherry Grove
East Point
French Village
Morrell
Monaghan
Dromore
Cardigan Road
Bay Fortune
Dundas
Farmington
Springfield
Grenville
Hope River
New Haven
Crapaud
Bonshaw
Long Creek
Emy Vale
Charlottetown
Pownal
Orwell
Vernon River
Kinross
Vallefield
Georgetown
Cardigan Bay
Three Rivers
Somerville
New Perth
Montague
Pisquid Road
Caledonia
Peters Road
Murray Harbour North
B E D F O R D
S T G E O R G E S
S T A N D R E W S
S T J O H N S
HILLSBOROUGH
C H A R L O T T E
G R E N V I L L E
Lot Nº 45
Lot Nº 56


61°
Cape St Lawrence
Pleasant Bay
Eastern Harbor
Chetticamp Island
Grand Etang
Big Intervale Margaree
New Bridge
Middle Section of North East Margaree
Margaree Forks
N.E. Br. Margaree
Lake Law
Upper Settl.t Middle Riv.
Middle River
West side of Middle River
Lower Settl.t Middle River
Hunter's Mtn.
Baddeck Bridge
Baddeck
Baddeck Mts.
Indians
Lake Ainslie (East side)
Buckhaw
Lake Ainslie
Sea Wolf Isl.
Emerald
Upper Margaree
Cross Hands
Broad Cove Intervale
Hays River
Mabou
Shea's Riv.
Hillsboro
Fairfield
Bothwell
Cherry Grove
Ball Creek
Lot No. 45
44 A 45 S 46 T
47
North River
Big Harbor
South Gut of St Ann
St Annes
Baddeck Bay
Big Harbor



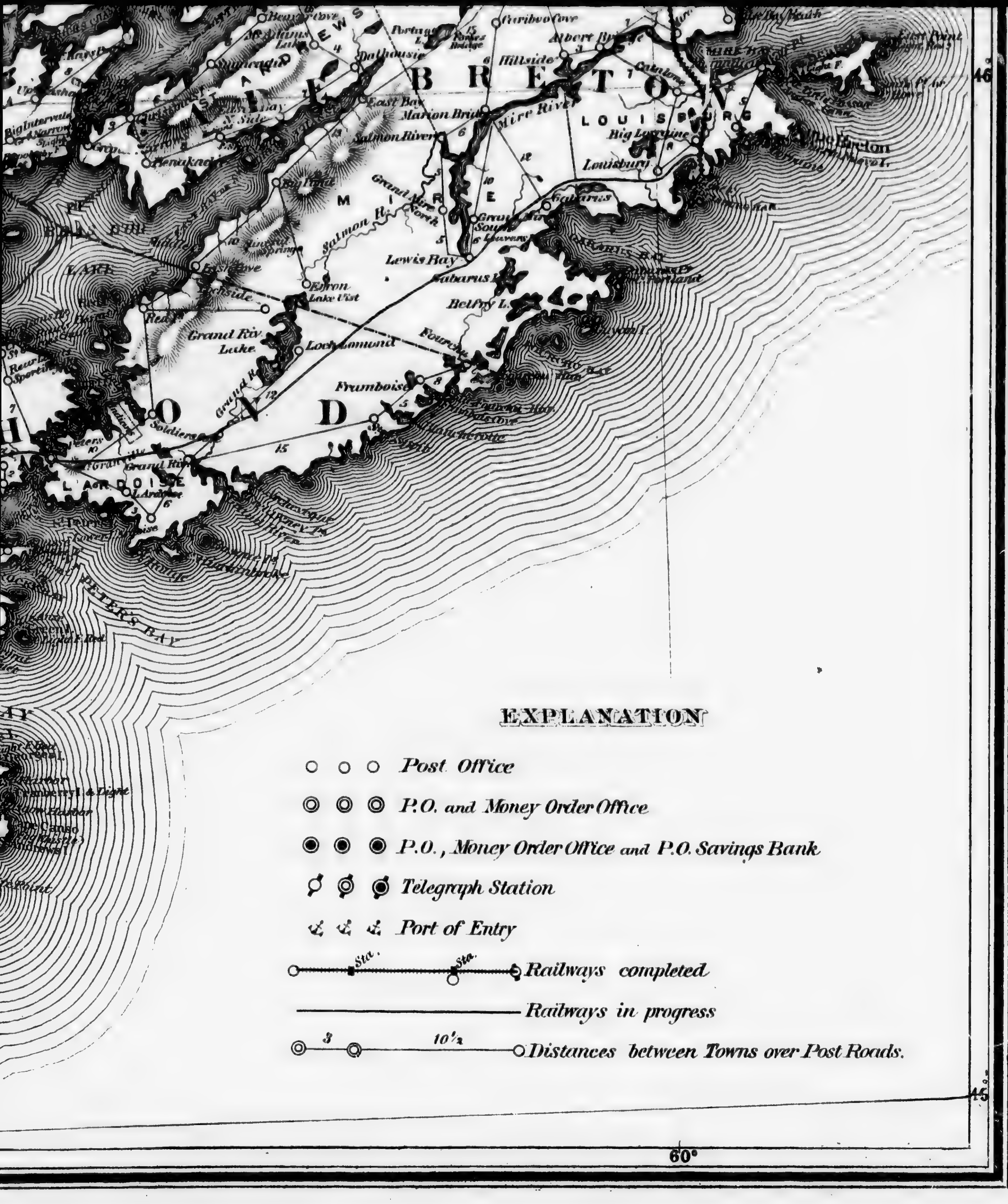
Cape St Lawrence
Cape North
Bay St Lawrence
Pleasant Bay
White Point
Neale's Har
Ingonish
South Bay
Eastern Harbor
Wreck Cove
North Shore
Indian Brook
North River Bridge
Big Intervale
Margaree
Lake Law
V I C T O R I A
English Town
Big Bras D'Or
Little Bras D'Or
Munroe Pt
South Gut of St Ann's
Hunters Mount.n
Baddeck Bay
Baddeck Bridge
Baddeck
Big Harbor
North Sydney
Leitch's Cr.
North West Arm
Sydney
Boisdale
French Vale
Caribou Cove
Albert Bridge
Hillside
Dalhousie
Cow Bay
Mira Gut
S Y D N E Y
B R E T O
47°
46°


North Lake
WESTMORLAND
Bay Verte
Rockwell Settl
FORT LAWRENCE
AMHERST
Sackville
Dorchester
Johnsons Mills
Amherst Sta.
Warren
Hastings
Nappan River
Leicester
Little River
Mt Pleasant
Eel Creek
Port Philip
Pugwash
Fox River
Wallace
Fenwick
Nappan
Maccan
Salem
Kolbeck
Rostin
Head of Wallace
Wallace Bridge
Hornsey
Birch Hill
Black Riv.
Oxford
Victoria
Middleboro
Athol
INTERCOLONIAL
RAILWAY
Spring Hill
Riv. Hebert
Joggins Mines
Claremont
River Philip
Thompsons Mill
Wentworth
Southampton
Windham Hill
Wallace R.
W. Br. R. Philip
New Annan
Lawrence Fact
Spring Hill Mines
Maccan Mtn.
Jacksons Road
Greenville
Williamsdale
Section 7
Dicksons Store
Westbrook
Westchester
Browns Brook
Wentworth Sta.
Westchester Lake
Halfway Riv.
Cobequid Mountains
Folly Lake
PARRSBOROUGH
Folly Mtn.
Acadia Iron Mine
ECONOMY
McCerrish
LONDONDERRY
ONSLOW
Five Islands
Economy
Bass River
Portapique
Parrsborough
Onslow
North R.
N. R. Bridge
MINES BASIN
Cape Blomidon
Noel
Densmores Mills
Maitland
Old Barns
Princeport
TRURO
Johnsons Sta.
Brookfield
Walton
Petite R.
Five Mile Riv.
Densmores
Greens Cr.
MAITLAND
KEMPT
Cambridge
Cheverie
Upper Kennetcook
Kennetcook Cr.
Urbania
Middle Stewiacke
Summerville
Cockmegun R.
North Salem
Indian Road
Gore
W. Gore
Lower Stewiacke
Canning
Canard
Wolfville
Avonport
Lochartville
Hantsport
Gaspereaux
Kennetcook
Newport Landing
Scotch Village
Mosherville
Hartwood Lands
DOUGLAS
Nine Mile River
Shubenacadie
Gays River Road
Horton Mt.
Falmouth
Newport
Upper Newport
Upper Rawdon
Rawdon
RAWDON
Windsor
46°
45°
64°

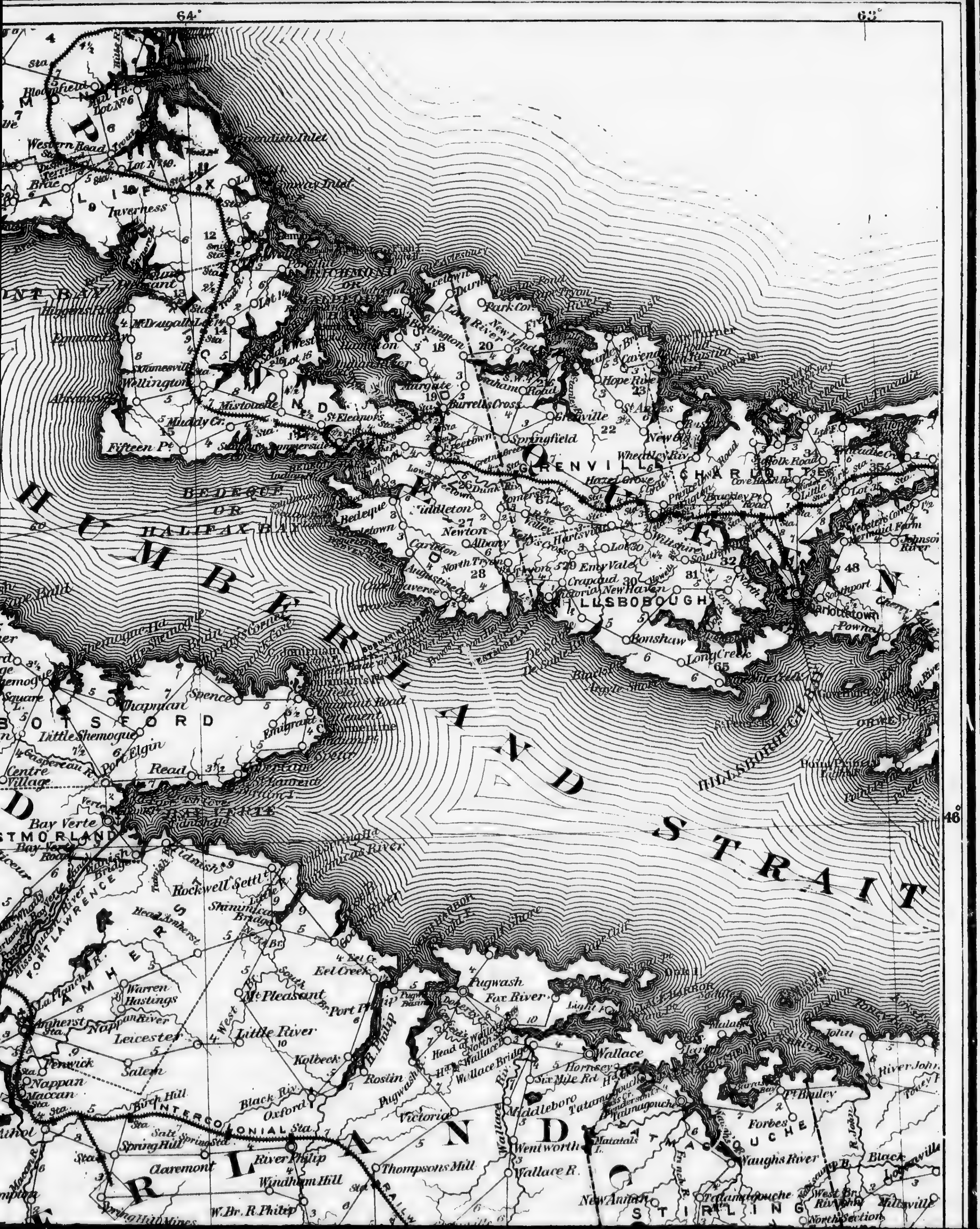


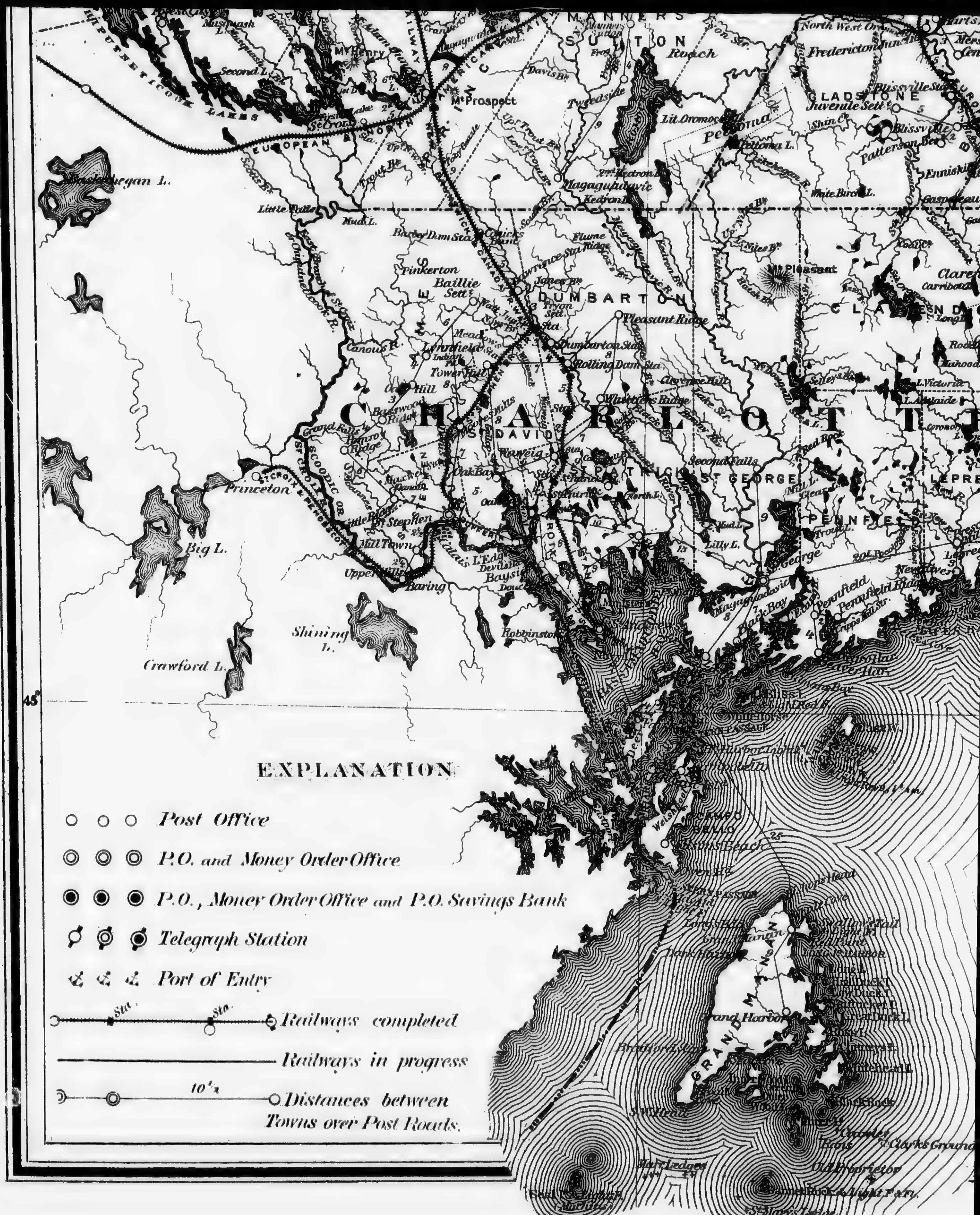
STRAIT
Pictou Island
ST JOHNS
Wallace
Tatamagouche
River John
Pictou
Poplar Hill
PICTOU
STIRLING
EARLTOWN
KEMPTOWN
ONSLOW
TRURO
New Glasgow
Stellarton
Westville
Durham
Plainfield
West River
Middle River
EGERTON
MAXWELTON
Merigonish
Barney R.
Springville
Bridgeville
East River
Frasers Mills
Garden of Eden
Eden L.
Antigonish
Trafalgar
Upper Caledonia
New Caledonia
Smithfield
Melrose
Stillwater
Sherbrooke
SHERBROOKE
Liscomb
Liscomb River
ST MARY
GUYS
Brookfield
Princeport
Old Barns
Middle Stewiack
Stewiack R.
Lower Stewiacke
Upper Stewiacke
Halfway Brook
Eastville
Newton Mills
Middle Musquodoboit
Newcomb Corner
Gays Riv. Road
Brookvale
INTERCOLONIAL
63°
Longitude West from Greenwich

ST GEORGES BAY
CHEDABUCTO BAY
ANTIGONISH
GUYSBOROUGH
RICHMOND
Hillsboro
Shea's Riv.
Lake Ainslie South Side
Port Hood
Mull Riv.
Kewstoke
Little Narrows
Little Judique
Whycocomagh
Judique
Blues Mill
Long Point
Glendale
Big Brook
West Bay
Queensville
Port Hastings
Georges Channel
Grandique Fy.
Richmond
L'ARDOISE
MADAME
Harbor Road
Barney River
Barney R.
Addington Forks
Ohio
Vernal
Glen Road
Glen
Glen Alpine
Garden of Eden
Eden L.
East Branch
Lochaber
Black Land
Pirates Harbor
Cross Roads
Middle Melford
Sand Point
Manchester
Guysborough Intervale
Caledonia Mills
Guysborough
Giant Lake
Goshen
Erinville
Salmon Riv.
Newtown
Smithfield
Melrose
Stillwater
Liscomb River
SHERBROOKE
Sherbrooke
Sonora
WINE HARB
Indian Harbor
Liscomb
Country Harb.
Isaac Harbor
Tor Bay
New Harbor
Larry's River
Ingersoles Lakes
Charles Cove
Port Felix
Canso
61°


BRETON
LOUISBOURG
MIRE
OND
L'ARDOISE
Caribou Cove
Albert Br.
Hillside
Dalhousie
East Bay
Marion Bridge
Mire River
Salmon River
Big Lorraine
Louisburg
Big Pond
Grand Mire
Gabarus
Salmon R.
Lewis Bay
Gabarus B.
Belfry L.
Grand Riv. Lake
Lochlomond
Fourchu
Framboise
Soldiers
Grand Riv.
ST. PETER'S BAY
46
45
60°
EXPLANATION
Post Office
P.O. and Money Order Office
P.O., Money Order Office and P.O. Savings Bank
Telegraph Station
Port of Entry
Sta.
Railways completed
Railways in progress
3
10½
Distances between Towns over Post Roads.

Longitude West from Greenwich.
65°
64°
KENT
ST LOUIS
RICHIBUCTO
WELLFORD
HUSKISSON
HARCOURT
ST MARY
DUNDAS
WESTMORLAND
MONCTON
SHEDIAC
BOTSFORD
SALISBURY
DORCHESTER
SACKVILLE
HILLSBOROUGH
HOPEWELL
COVERDALE
HAVELOCK
CARDWELL
ELGIN
HARVEY
WATERFORD
ALMA
AMHERST
EGMONT BAY
NORTHUMBERLAND
Richibucto
Kingston
Galway
Palmerston
Aldouane
Bass River
Pine Ridge
Coal Branch
Irishtown
Moncton
Lewisville
Painsec
Fox Creek
Dungiven
Memramcook
Dover
Dorchester
Petitcodiac
Elgin
Amherst
Nappan
Maccan
Athol
Fenwick
Salem
Leicester
Spring Hill
Claremont
Southampton
Port Elgin
Bay Verte
North Lake
Little Shemogue
Chapman
Anderson
Humphrey's Corner
Botsford Portage
Great Shemogue
Scotch Settlement
McLaughlin's Road
Trafalgar
Lake Stream
Canaan River
New Canaan
Fredericton Road
Lewis Mount
Wheaton Sett.
Platform
Little River
Turtle Creek
Rockland
Johnson's Mills
Cornhill
Thorn Brook
Intervale
Perry Settlement
Goshen
Mapleton
Church Hill
Mechanics Settlement
New Ireland Road
Germantown
Beaver Brook
River Side
Hopewell Corner
Caledonia Sett.
Gowland Mtn.
Baskin
Donegal
Ward's Creek Road
Hatters Corners
Lot No 6
Cape Wolfe
West Cape
Inverness
Wellington
Fifteen Pt.
Muddy Cr.
Rockwell
Warren
Hastings
Nappan River
INTERCOLONIAL RAILWAY

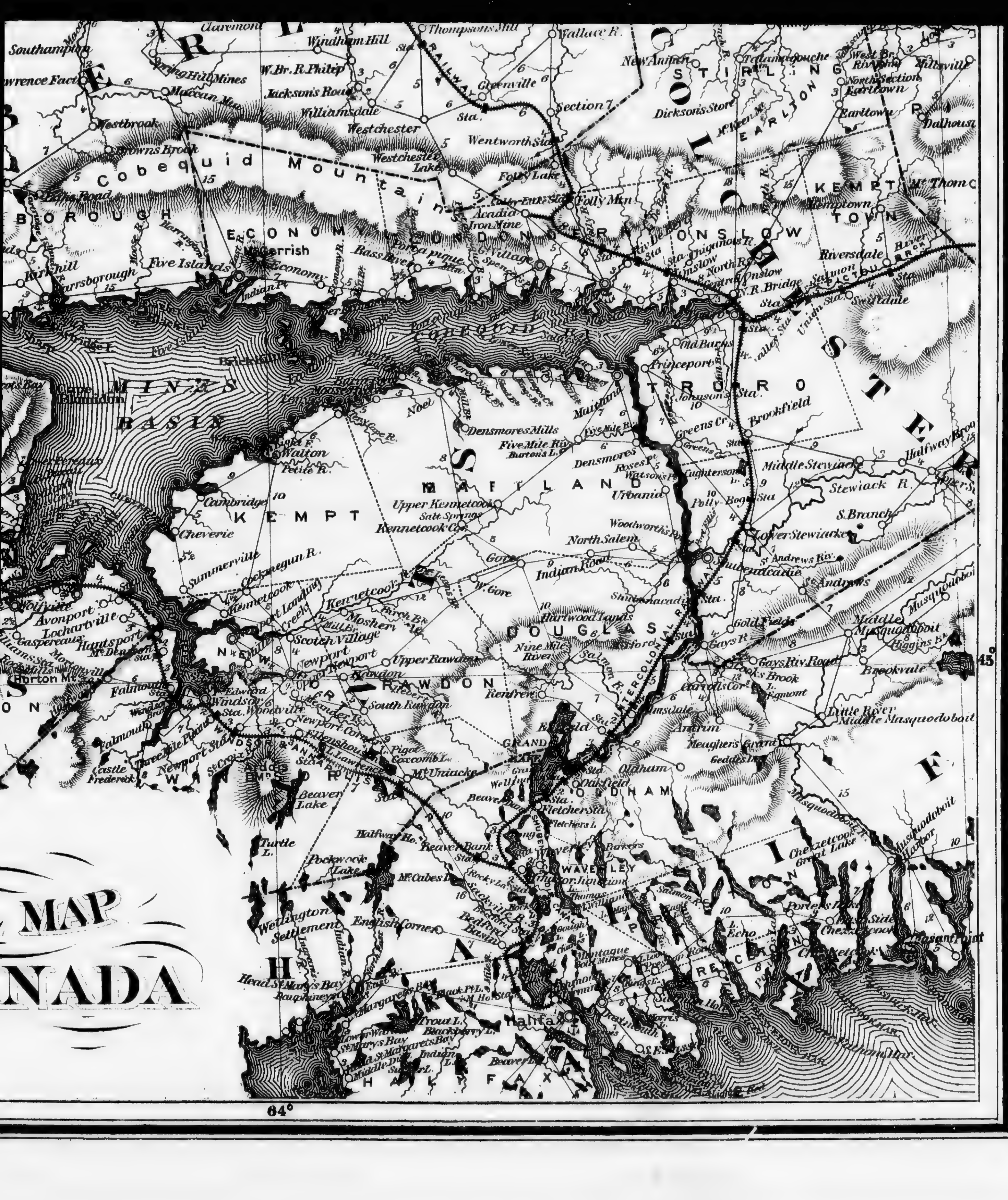

64°
63°
46°
HUMBERLAND STRAIT
BEDEQUE OR HALIFAX BAY
GRENVILLE
CHARLOTTE
HILLSBOROUGH
BOTSFORD
Charlottetown
Summerside
Springfield
Cavendish Inlet
Bedeque
Crapaud
New Haven
Bonshaw
Long Creek
Pownal
Southport
Cape Traverse
Bay Verte
Amherst
Nappan
Maccan
Leicester
Little River
Mt Pleasant
Port Philip
Pugwash
Fox River
Wallace
Wallace Bridge
Middleboro
Tatamagouche
Wentworth
Thompsons Mill
River Philip
Claremont
Spring Hill
Oxford
Victoria
River John
Waughs River
Forbes
Roslin
Kolbeck
Salem
Fenwick
INTERCOLONIAL



EXPLANATION
Post Office
P.O. and Money Order Office
P.O., Money Order Office and P.O. Savings Bank
Telegraph Station
Port of Entry
Railways completed
Railways in progress
Distances between Towns over Post Roads.
CHARLOTTE
DUMBARTON
ST DAVID
ST PATRICK
ST GEORGE
PENNFIELD
GLADSTONE
CLARENDON
SUTTON
EUROPEAN & NORTH AMERICAN RAILWAY
ST CROIX & PENOBSCOT
GRAND MANAN
CAMPOBELLO
Princeton
St Stephen
Baring
Big L.
Crawford L.
Shining L.
Robbinston
Mc Prospect
Pinkerton
Baillie Sett.
Lynnfield
Tower Hill
Oak Bay
Rolling Dam Sta.
Dumbarton Sta.
Pleasant Ridge
Mt Pleasant
St George
Pennfield
Magaguadavic
Pennfield Ridge
Grand Harbor
Fredericton Junc.
Blissville
Mc Henry
Second L.
45°

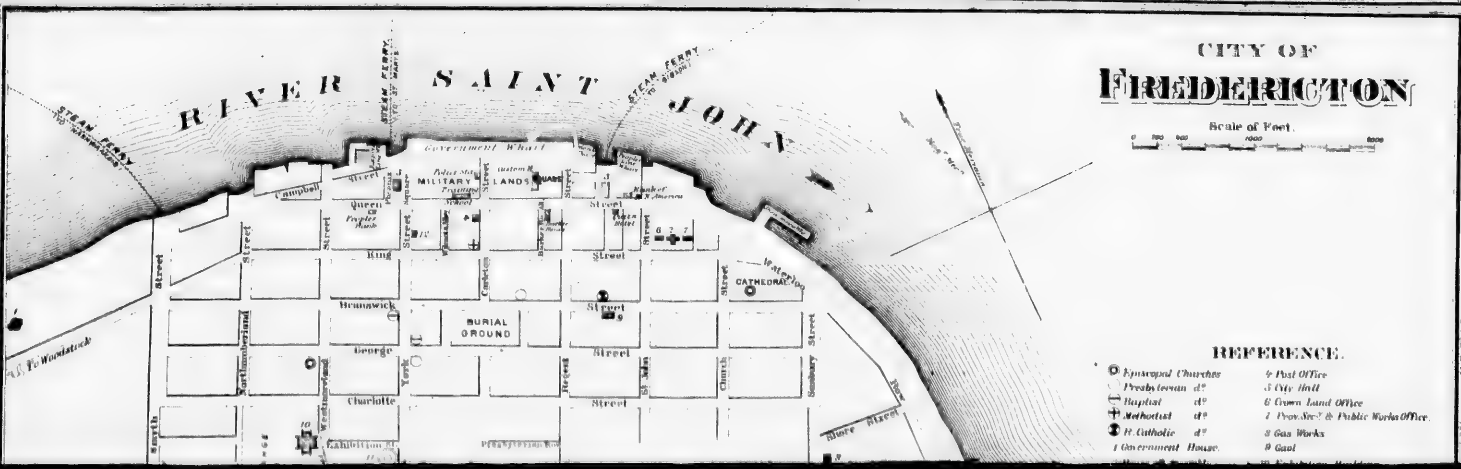
BAY OF FUNDY
43 miles by Steam Boat
HAMPSTEAD
New Jerusalem
Hibernia
Stammer Hill
Central Bissville
Fredericton Junc.
Mercereau
Peterville
Enniskillen
PETERSVILLE
Ferris
Clarendon
Carriboo
Mt Pleasant
White Birch L.
Gaspereau
Welsford
Rothesay
Quaco Road
Quaco Ledge
Golden Grove
Hillsdale
Upham
Bayfield
Salmon River
Sussex
Norton Sta.
Hampton
Kingston
Orquhart
Long Beach
Clifton
Westfield
Lepreau
Pennfield
Pennfield Ridge
Pennfield Harbor
Letete
Bloomfield
Salt Springs
Hammond
Tapperville
Round Hill
Annapolis
Bridgetown
Digby
Clementsvale
Clementsport
Lequille
Granville
Boot Lake
Crowley Rock
Clarks Ground
Old Proprietor
St Mary's Ledge
Harbor
Longitude We
66°

NEW
RAILWAY AND POSTAL MAP
OF THE
DOMINION OF CANADA
Scale, 10 Miles to one inch.
SHEET No. 3.
Longitude West from Greenwich. 63°
CHIGNECTO BAY
MINES CHANNEL
MINES BASIN
SCOTS BAY
PARRSBOROUGH
CORNWALLIS
AYLESFORD
HORTON
CLEMENTS
SUSSEX
WATERFORD
ALMA
HAMMOND
Quaco Ledge
Cape Split
Cape Blomidon
Apple Riv.
Three Sisters
Spencer Island
Ross Corner
Wolfville
Avonport
Lochartville
Hantsport
Gaspereaux
Canning
Berwick
Kentville
Waterville
Kingston
Wilmot
Middleton
Bridgetown
Annapolis
Granville Centre
Round Hill
Tupperville
Clementsport
Gaspereaux L.
Boot Lake
Southampton
Westbrook
Five Islands
Falmouth
Cheverie
GASPEREAUX LAKE


MAP
NADA
Cobequid Mountains
MINES BASIN
COBEQUID BAY
ECONOMY
LONDONDERRY
ONSLOW
STIRLING
EARLTOWN
KEMPT
TOWN
TRURO
MAITLAND
KEMPT
DOUGLAS
RAWDON
NEWPORT
WINDSOR
WAVERLEY
GRAND
HALIFAX
Southampton
Windham Hill
Thompsons Mill
Wallace R.
New Annan
Tatamagouche
West Br.
Millsville
Spring Hill Mines
W. Br. R. Philip
Jacksons Road
Greenville
Maccan
Williamsdale
Section 7
Dicksons Store
Earltown
Dalhousie
Westbrook
Westchester
Wentworth Sta.
Downs Brook
Westchester Lake
Folly Lake
Folly Mtn
Acadia Iron Mine
Kemptown
Riversdale
Parrsborough
Five Islands
Economy
Bass River
Portapique
Great Village
N. R. Bridge
Central Onslow
North R.
Salmon R.
Union Sta.
Old Barns
Princeport
Johnsons Sta.
Brookfield
Cape Blomidon
Walton
Petite R.
Noel
Densmores Mills
Five Mile Riv.
Densmores
Greens Cr.
Middle Stewiack
Halfway Brook
Stewiack R.
Cambridge
Cheverie
Upper Kennetcook
Salt Springs
Kennetcook Cor.
Urbania
Woodworths
S. Branch
North Salem
Lower Stewiacke
Summerville
Gore
Indian Road
Shubenacadie
St. Andrews
W. Gore
Kennetcook
Avonport
Wolfville
Lochartville
Gaspereaux
Hantsport
Scotch Village
Mosher
Hartwood Lands
Gold Fields
Middle Musquodoboit
Nine Mile River
Gays R.
Gays Riv. Road
Brookvale
Horton Mt.
Newport
Upper Rawdon
Rawdon
Renfrew
Falmouth
Windsor
South Rawdon
Newport Cor.
Elmsdale
Antrim
Meaghers Grant
Little River
Middle Musquodoboit
Ellenshouse
Pigot
McUniacke
Oldham
Oakfield
Castle Frederick
Three Mile Plains
Newport Sta.
Beaver Lake
Fletcher Sta.
Musquodoboit
Turtle L.
Halfway Ho.
Beaver Bank
Pockwock Lake
McCabes L.
Waverley
Chezzetcook
Great Lake
Musquodoboit Harbor
Wellington Settlement
English Corner
Bedford Basin
Porters Lake
Head St. Marys Bay
Dauphineys Cor.
Halifax
Dartmouth
Lower Wards
St. Margarets Bay
Middle Dist.
64°
45°

CITY OF
St. JOHN
Scale of Feet
REFERENCE:
Episcopal Church
7 Freight Depot
Presbyterian do
8 Victoria Hotel
Baptist do
9 Academy of Music
Methodist do
10 Mechanics Institute
CREEK
To Woodstock
STEAM FERRY

CITY OF
ST JOHN
Scale of Feet
REFERENCE.
Episcopal Church
Presbyterian do
Baptist do
Methodist do
R. Catholic do
Congregational do
1 Post Office
2 Record Office
3 City Offices
4 Court House
5 Custom House
6 Railway Station
7 Freight Depot
8 Victoria Hotel
9 Academy of Music
10 Mechanics Institute
11 Dramatic Lyceum
12 Skating Rink
13 General Hospital
14 Marine Hospital
15 Orphan Asylum
16 Gaol
17 Carleton City Hall
COURTENAY BAY
PORTLAND
ST JOHN HARBOR
RIVER ST JOHN
CARLETON
MILITARY LANDS
KING SQUARE
QUEEN SQUARE
MARKET SQUARE
OLD BURIAL GROUND


CITY OF
FREDERICTON
Scale of Feet
RIVER SAINT JOHN
STEAM FERRY
Government Wharf
MILITARY LANDS
BURIAL GROUND
CATHEDRAL
Queen
King
Brunswick
George
Charlotte
Street
REFERENCE.
Episcopal Churches
Presbyterian do
Baptist do
Methodist do
R. Catholic do
1 Government House
4 Post Office
5 City Hall
6 Crown Land Office
7 Prov. Sec.y & Public Works Office
8 Gas Works
9 Gaol

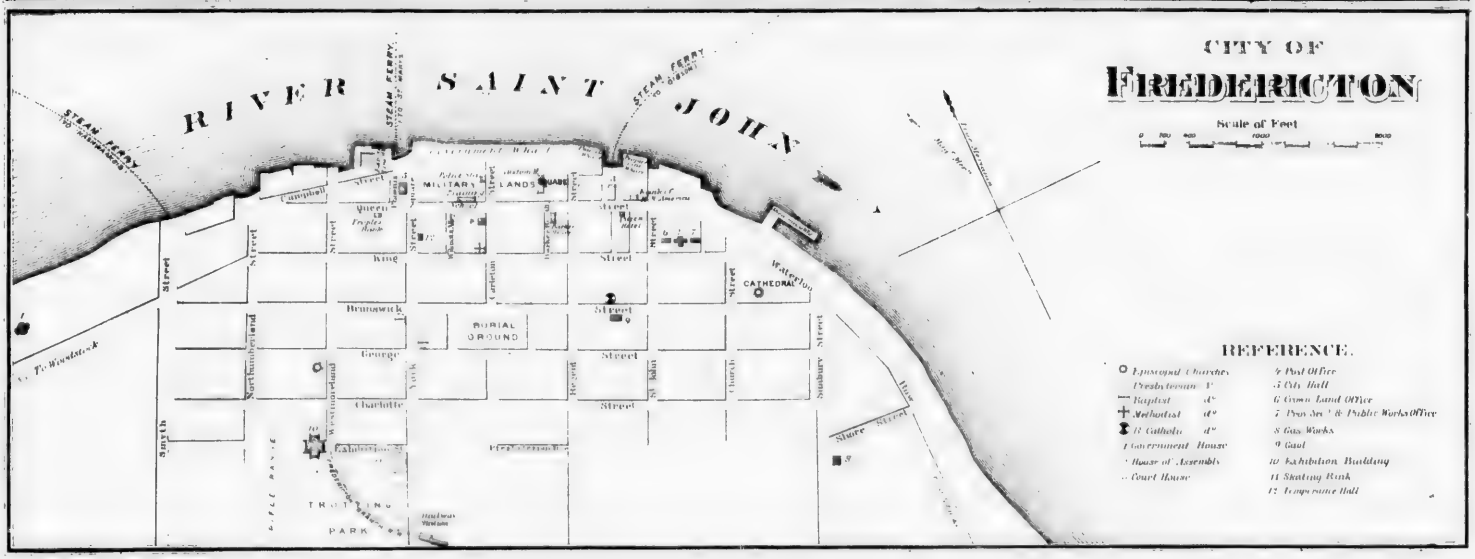
CITY OF
St. JOHN

Scale of Feet

REFERENCE.

Episcopal Church	7 Freight Depot
Presbyterian do	8 Victoria Hotel

CITY OF
ST JOHN
Scale of Feet
REFERENCE.
Episcopal Church
Presbyterian do
Baptist do
Methodist do
R Catholic do
Congregational do
1 Post office
2 Record Office
3 City Offices
4 Court House
5 Custom House
6 Railway Station
7 Freight Depot
8 Victoria Hotel
9 Academy of Music
10 Mechanics Institute
11 Dramatic Lyceum
12 Skating Rink
13 General Hospital
14 Marine Hospital
15 Orphan Asylum
16 Gaol
17 Carleton City Hall
18 do Market House
RIVER ST JOHN
MARKET SQUARE
QUEEN SQUARE
CITY


CITY OF
FREDERICTON
Scale of Feet
RIVER SAINT JOHN
STEAM FERRY
MILITARY LANDS
BURIAL GROUND
CATHEDRAL
TROTTING PARK
REFERENCE.
Episcopal Churches
Presbyterian do
Baptist do
Methodist do
R Catholic do
1 Government House
2 House of Assembly
3 Court House
4 Post Office
5 City Hall
6 Crown Land Office
7 Prov Sec & Public Works Office
8 Gas Works
9 Gaol
10 Exhibition Building
11 Skating Rink
12 Temperance Hall

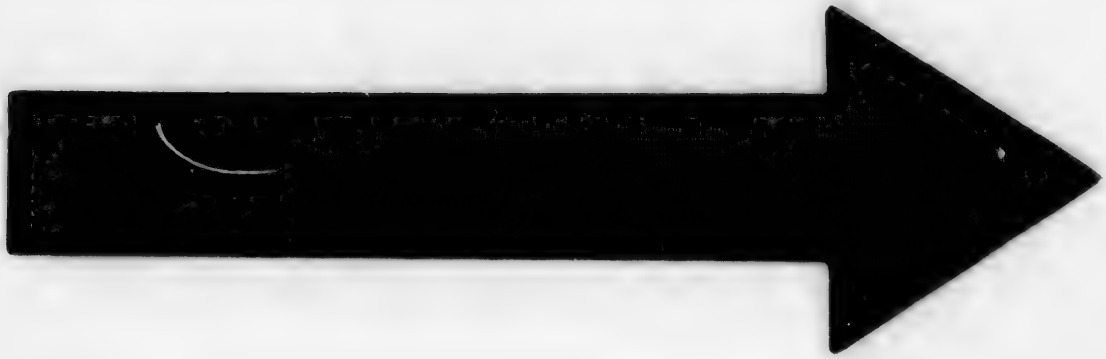
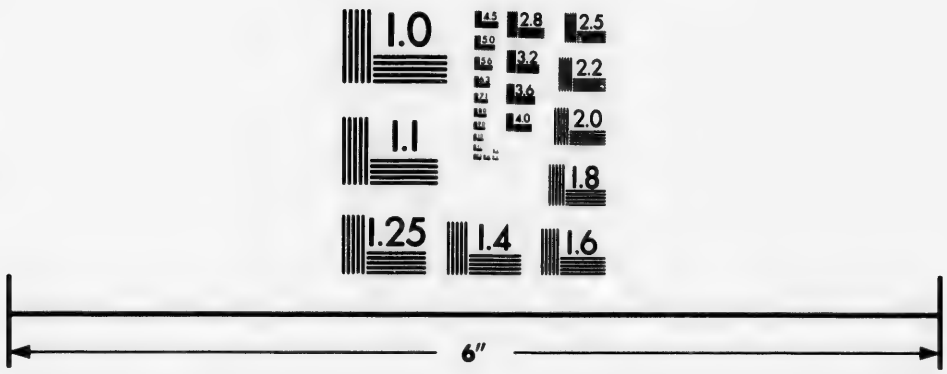


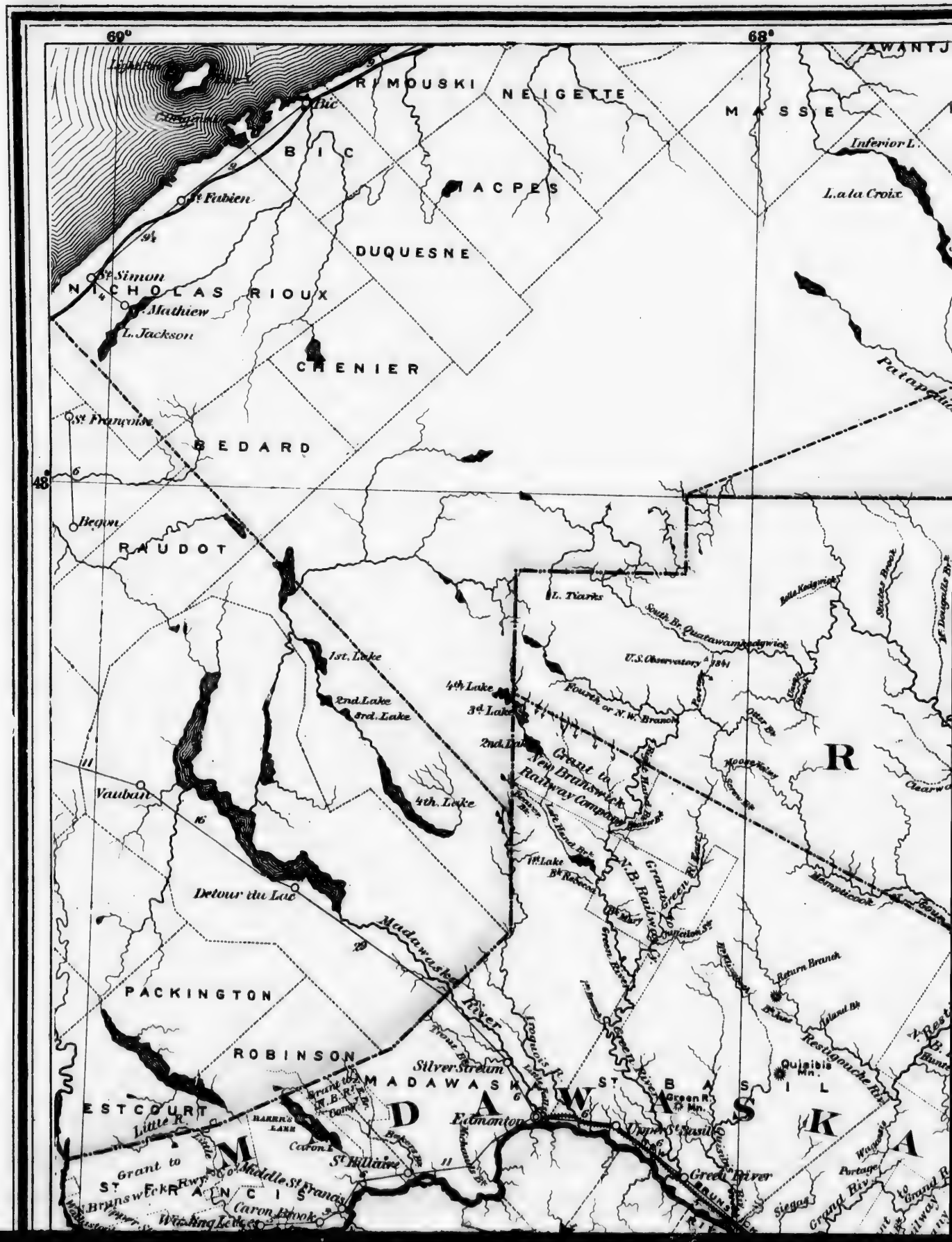
IMAGE EVALUATION
TEST TARGET (MT-3)

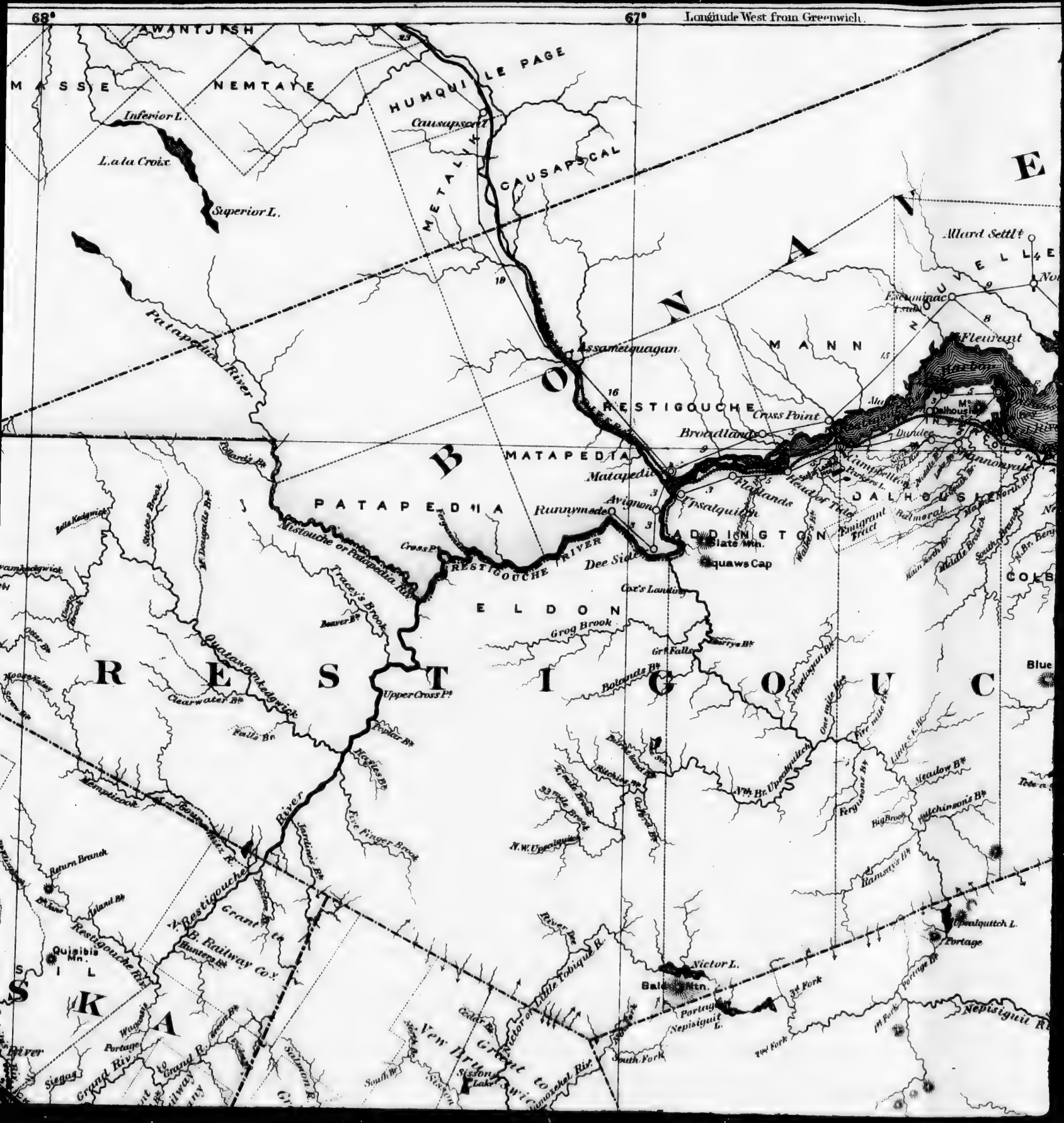


Photographic
Sciences
Corporation

23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503

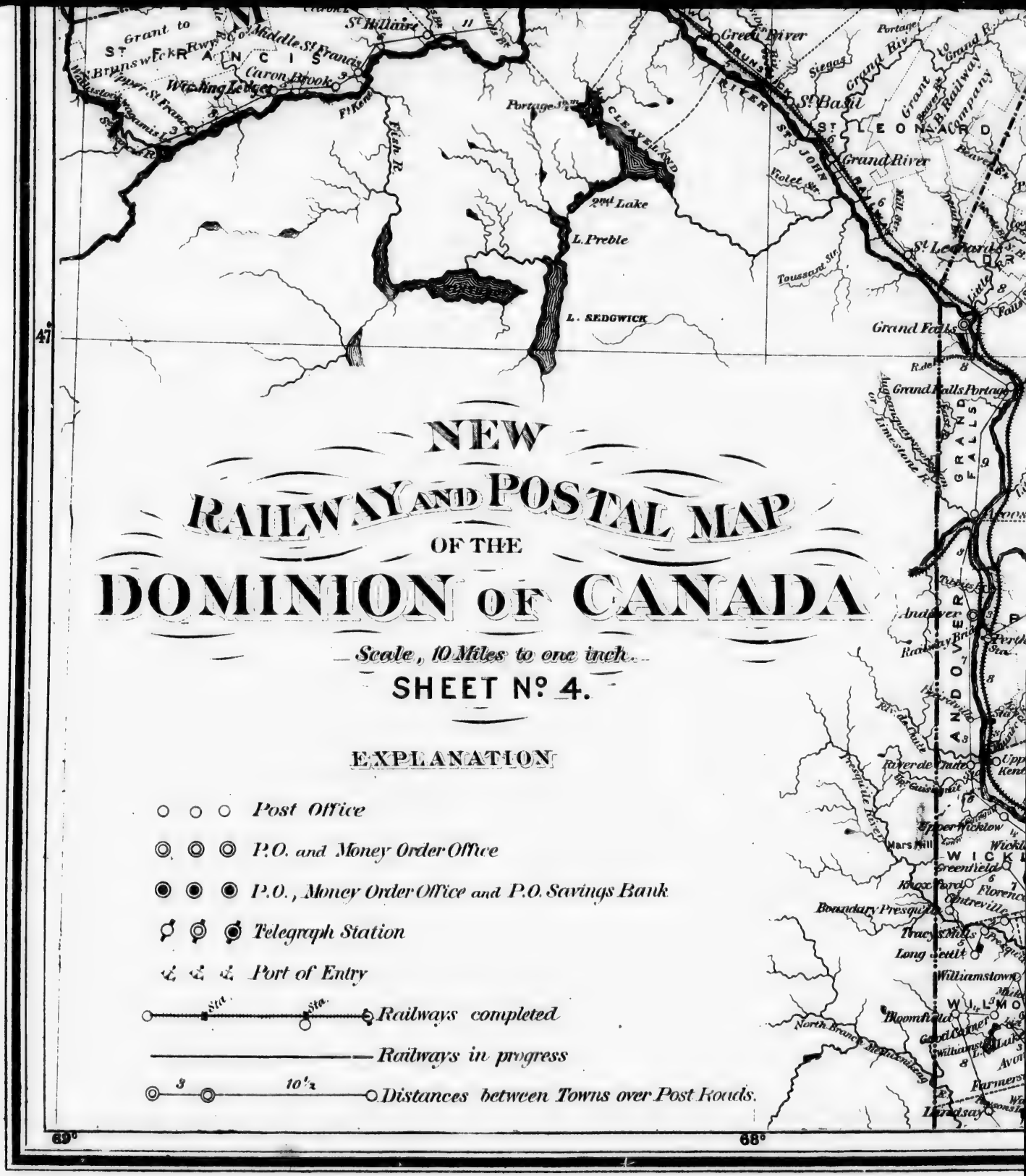
1.0
1.1
2.8
3.2
3.6
2.5
2.2
2.0
1.8
1.6

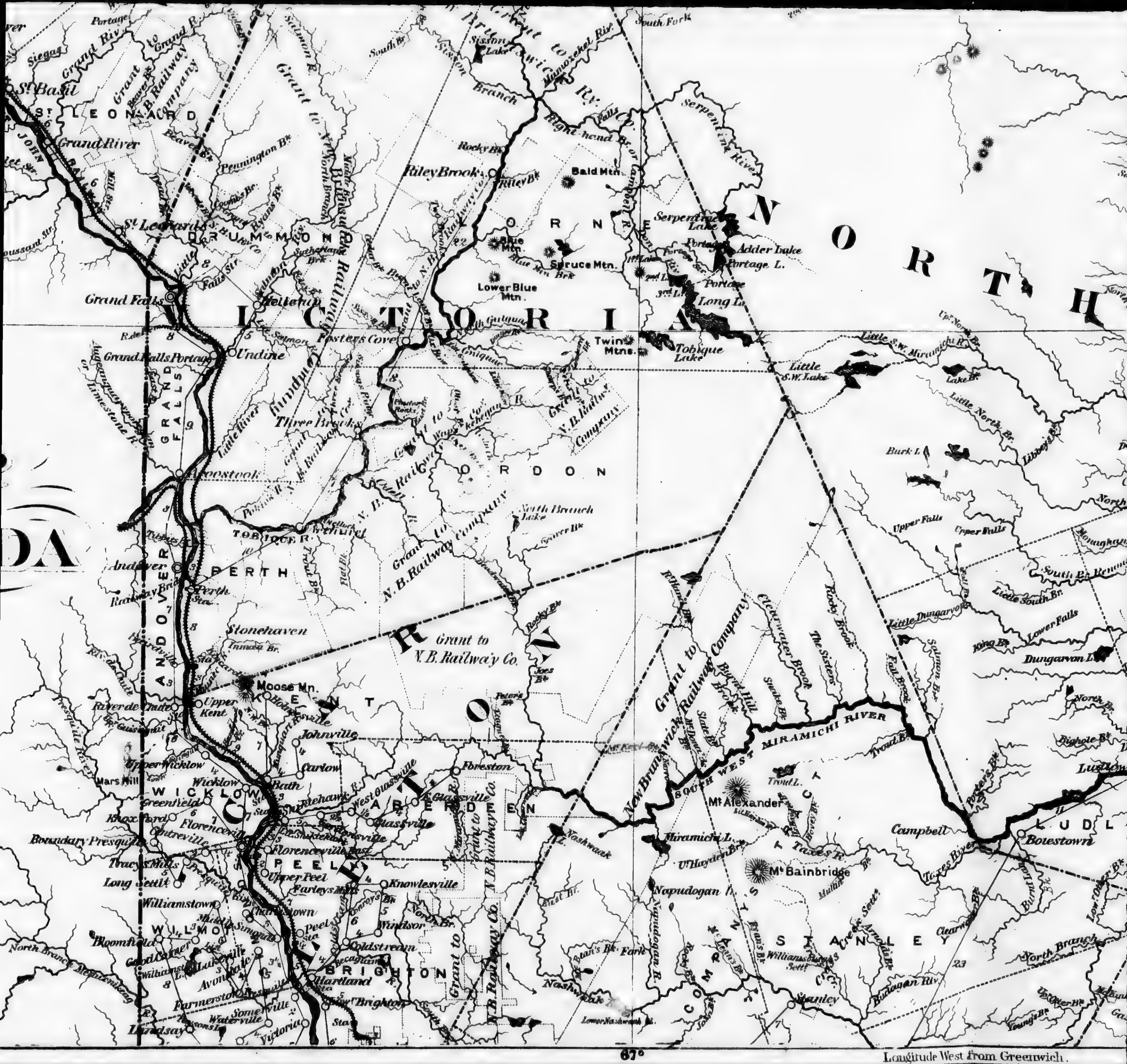

69°
68°
48°
RIMOUSKI
NEIGETTE
MASSE
AWANTJ
Bic
BIC
Inferior L.
L. a la Croix
St Fabien
MACPES
DUQUESNE
St Simon
NICHOLAS RIOUX
St Mathieu
L. Jackson
CHENIER
St François
BEDARD
Begon
RAUDOT
L. Tiarks
South Br. Quatawamkedgwick
U.S. Observatory
1st. Lake
2nd. Lake
3rd. Lake
4th Lake
3d. Lake
Fourth or N.W. Branch
Grant to New Brunswick Railway Company
4th. Lake
Vauban
Detour du Lac
Madawaska River
PACKINGTON
ROBINSON
Silver Stream
MADAWASKA
ESTCOURT
Little R.
Grant to St Brunswick Rwy
Middle St Francis
St FRANCIS
Caron Brook
Washing Lake
Caron L.
St Hilaire
Edmonton
Upper St Basil
Green River
Quisibis Mn.
ST BASIL
Resigouche Riv.
Return Branch
Siegas
Grand Riv.
Portage
Memphrecook
Clearwa
Moore Valley
Green River
Grand Riv.


68°
67°
Longitude West from Greenwich.
AWANTJISH
MASSE
NEMTAYE
HUMQUI
LE PAGE
Inferior L.
L. a la Croix
Superior L.
Causapscal
METALAK
CAUSAPSCAL
Allard Settl.t
Patapedia River
Assametquagan
MANNOVELLE
Fleurant
RESTIGOUCHE
Cross Point
Broadlands
Dundee
MATAPEDIA
Matapedia
Flatlands
Head of Tide
Campbellton
Pierson's L.
Balmoral
DALHOUSIE
Avignon
Runnymede
Ipsalquitch
ADDINGTON
Slate Mtn.
Squaws Cap
Emigrant Tract
PATAPEDIA
Mistouche or Patapedia R.
RESTIGOUCHE RIVER
Dee Side
Cox's Landing
Tracy's Brook
Beaver Br.
ELDON
Grog Brook
Grt Falls
Botsfords Br.
Quatawamkedgwick
Clearwater Br.
Upper Cross Pt.
Falls Br.
Poplar Br.
Hughes Br.
Five Finger Brook
Kempitook
Return Branch
Island Br.
Quisibis Mn.
Restigouche River
N. Restigouche
Grand Trunk R. R. Railway Co.
Hunters Br.
Wagosh
Portage
Grand Riv.
Siegas
Grand R.
Salmon R.
Sisson Lake
South Br.
New Brunswick
Grand Trunk Railway Co.
Cedar Br.
Little Tobique R.
River Br.
Victor L.
Bald Mtn.
Portage
Nepisiguit L.
South Fork
3rd Fork
2nd Fork
1st Fork
Nepisiguit R.
Opsalquitch L.
Portage
Portage Br.
Ramsey's Br.
Meadow Br.
Ferguson's Br.
Big Brook
Hutchinson's Br.
Middle Branch
South Branch
N. Br.
Blue
COLB
Popelogan Br.
One mile Br.
Five mile Br.
Little Br.
Ritchie Br.
Oxbow Br.
N.W. Upsalquitch
Wm Br. Upsalquitch
33 mile Brook
Pollards Br.
Slates Brook
Little Kedgwick
W. Dougalds Br.
Moose Head
Otter Br.
Tracy's Brook
Cross Pt.
Tobique River
Siskonish Lake
Grand Trunk to St. John

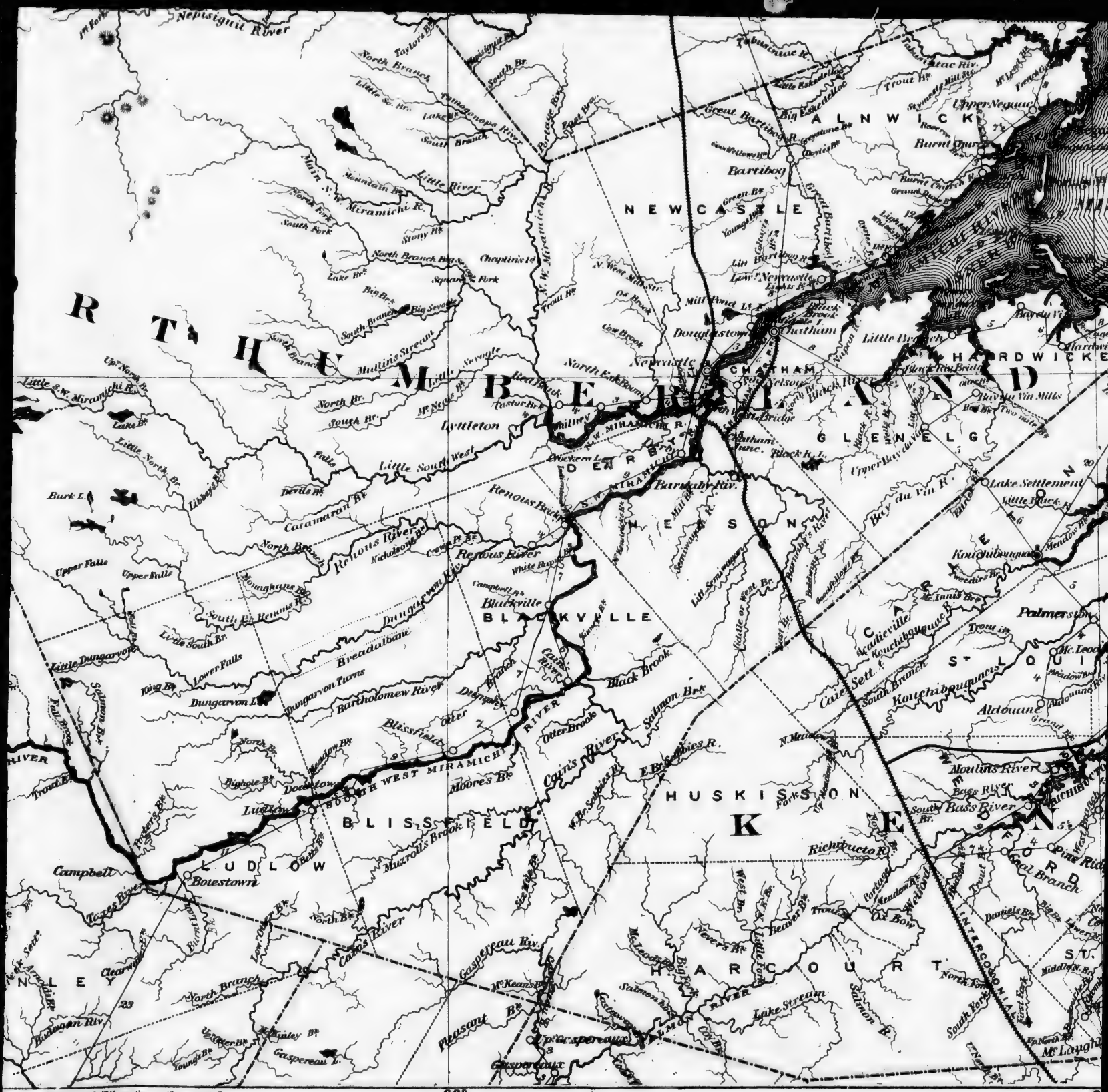
Greenwich.
66°
65°
N E N T U R E
Bonaventure
RICHMOND
HAMILTON
COX
HOPE
PORT DANIEL
MARIA
CARLETON
NOUVELLE
Allard Settl.t
Nouvelle
Escuminac
Shoolbred
Carleton
Maria
New Richmond
Caplin
Bonaventure River
New Carlisle
Paspebiac
Port Daniel
Shigawake
Fleurant
Dalhousie
Dundee
Campbellton
DALHOUSIE
Emigrant Tract
Balmoral
New Mills
River Louison
COLBORNE
Doyle Settlement
DURHAM
BAY CHALEUR
NEPISIGUIT BAY
Grand Ance
New Bandon
Clifton
CARAQUET
Caraquet
Millville
Pacquetville Sett.t
Janeville
Salmon Beach
Bathurst
Bathurst Village
U C H E
Blue M.ns
Blue
Tete-a-gouche Lakes
Little Falls
Upsalquitch L.
Portage
Nepisiguit River
NEW BANDON
INKERMAN
BATHURST
GLOUCESTER
SAUMAREZ
Big Tracadie R.
Tabusintac
Tabusintac Riv.
Upper Neguac
Burnt Church
ALNWICK
Middle River
Little River
South Branch
Bass River
North Branch
Pokemouche R.
Saint Isidore
Nepisiguit Bay

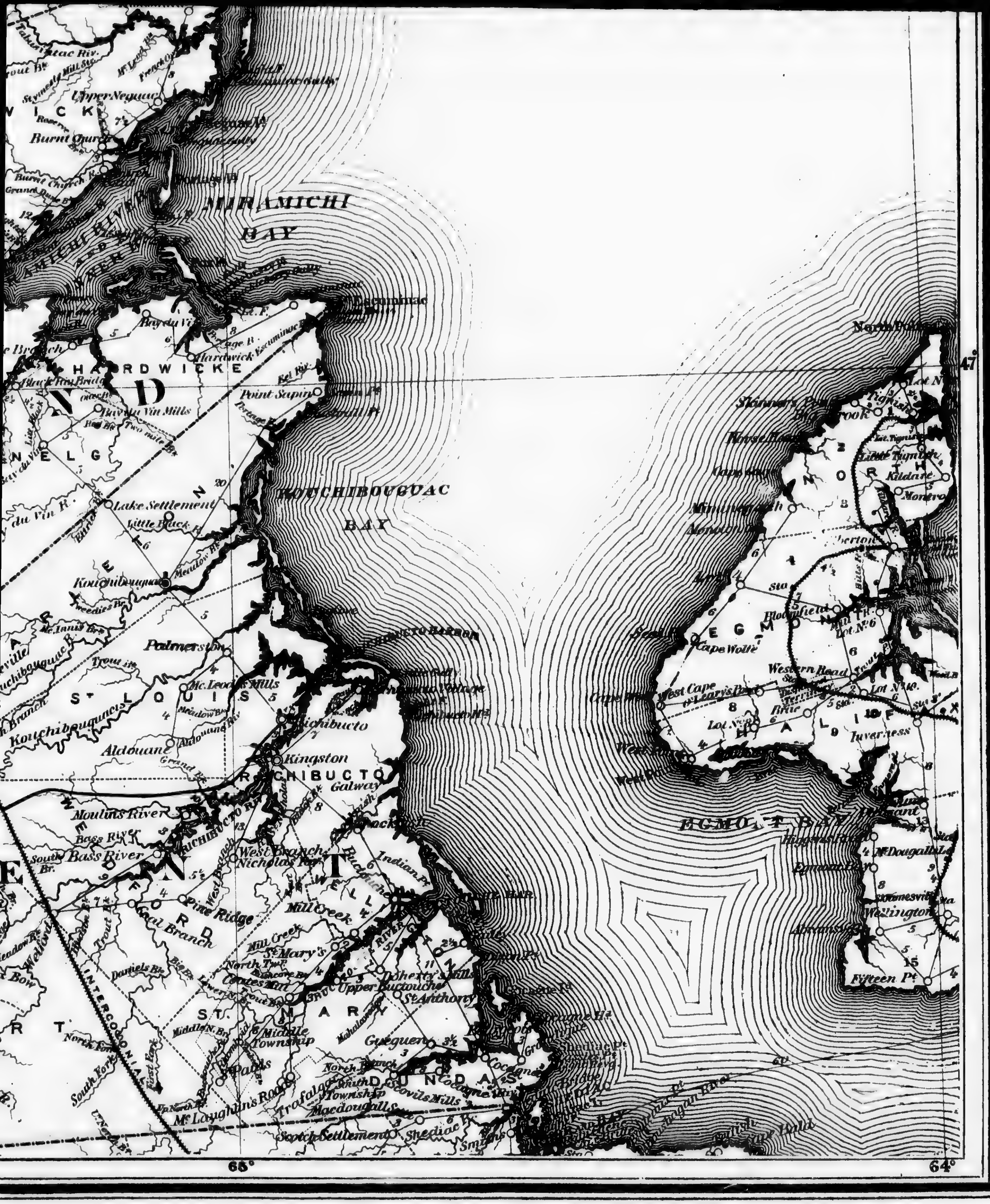
65°
64°
48°
PABOS
Grand River
Grande Pabos
Cape Cove
Mt. Lake
NEWPORT
Newport Point
Newport
PORT DANIEL
L'Anse au Gascons
Port Daniel
HOPE
Shigawake
Pasbebiac
Miscou
Pointe Gally
Little
SHIPPEGAN
Grand Ance
New Bandon
CARAQUETTE
Millville
Pacquetville
INKERMAN
Saint Isidore
Bloodvale
SOUMARE
Big Tracadie R.
Tabusintac
Upper Neguac
Burnt Church
E
ALEUR


NEW
RAILWAY AND POSTAL MAP
OF THE
DOMINION OF CANADA
Scale, 10 Miles to one inch.
SHEET No. 4.
EXPLANATION
Post Office
P.O. and Money Order Office
P.O., Money Order Office and P.O. Savings Bank
Telegraph Station
Port of Entry
Railways completed
Railways in progress
Distances between Towns over Post Roads.
Grant to
ST FRANCIS
Brunswick
Middle St Francis
Caron Brook
Washing Ledge
St Hilaire
Green River
Portage
Sieges
St Basil
ST LEONARD
Grand River
Violet Str.
Portage
CLEAVELAND
2nd Lake
L. Preble
L. SEDGWICK
Tousseant Str.
Grand Falls
Grand Falls Portage
GRAND FALLS
Andover
Perth
ANDOVER
Riverside
Upper Kicklow
Mars Hill
WICKLOW
Greenfield
Knox Ford
Florenceville
Boundary Presque Isle
Tracy's Mills
Long Settlement
Williamstown
WILLIAMS
Bloomfield
Good Corner
Williamstown Lake
Avon
Farmersville
Lindsay
North Branch Beaverbrook
Presque Isle River
Aroostook
Fish R.
Portage
Grand R.
Grand River
Beaver Br.
Little Falls
Limestone R.
Tobique R.
Andover
Railway Bridge
Perth Sta.
Riverside
Upper Kicklow
Kent
Wicklow
Greenfield
Florenceville
Tracy's Mills
Long Settlement
Williamstown
Bloomfield
Good Corner
Williamstown Lake
Avon
Farmersville
Lindsay
47°
69°
68°

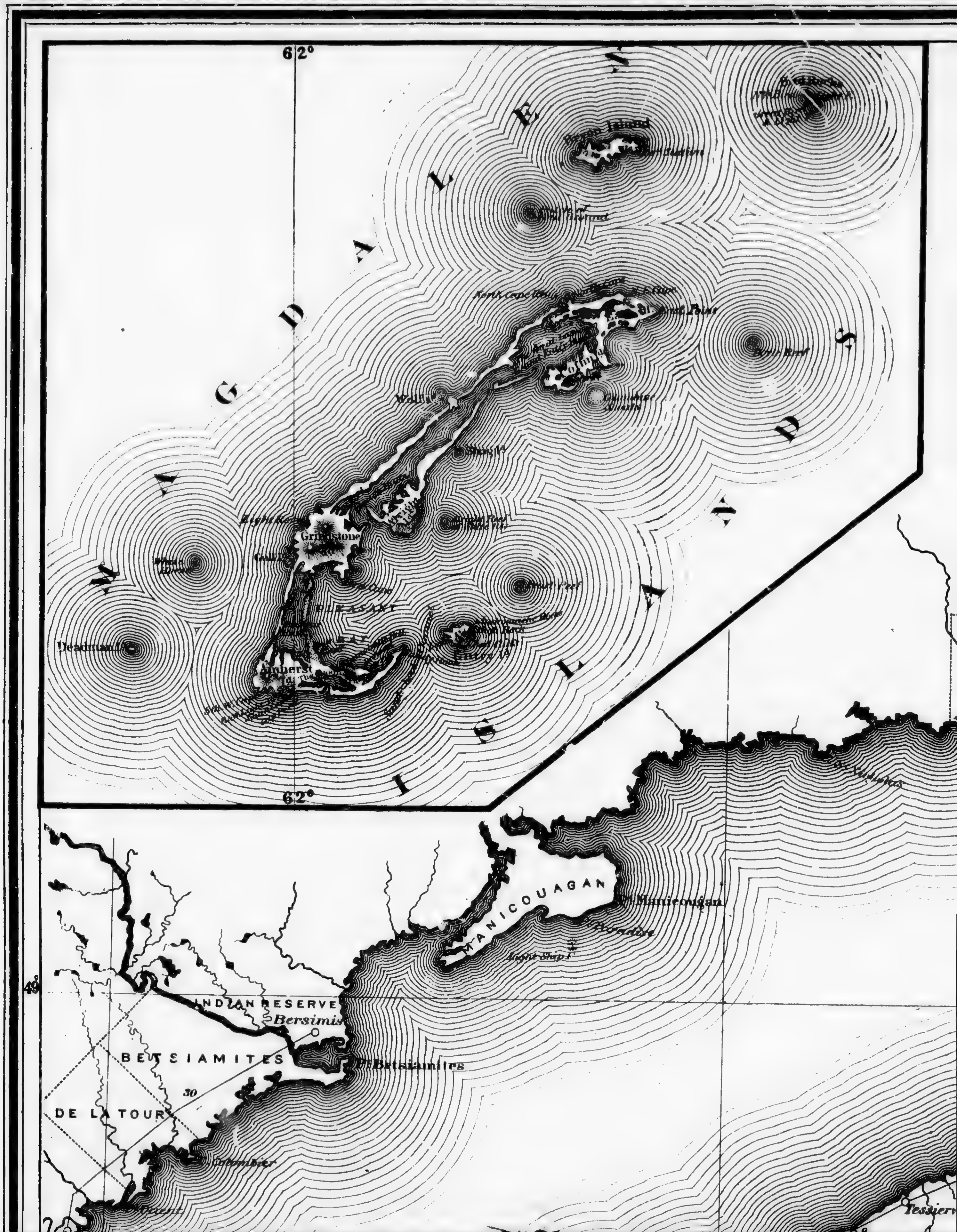


VICTORIA
NORTH
GORDON
LORNE
DRUMMOND
GRAND FALLS
PERTH
ANDOVER
KENT
WICKLOW
ABERDEEN
PEEL
WILMOT
BRIGHTON
STANLEY
LUDL
St. LEONARD
St. Basil
Grand River
St. Leonards
Grand Falls
Grand Falls Portage
Undine
Hellelah
Fosters Cove
Riley Brook
Bald Mtn.
Blue Mtn.
Spruce Mtn.
Lower Blue Mtn.
Serpentine Lake
Adder Lake
Portage L.
Long L.
Twin Mtns.
Tobique Lake
Little S.W. Lake
Three Brooks
Aroostook
Andover
Perth
Stonehaven
Moose Mn.
Upper Kent
River de Chute
Johnville
Carlow
Upper Wicklow
Mars Hill
Wicklow
Greenfield
Knox Ford
Centreville
Bath
Foreston
Glassville
Florenceville
Florenceville East
Upper Peel
Knowlesville
Boundary Presque
Tracy Mills
Long Settt
Williamstown
Bloomfield
Good Corner
Peel
Windsor
Coldstream
Hartland
Avondale
Farmerston
Waterville
Somerville
Victoria
Lindsay
Mt Alexander
Mt Bainbridge
Miramichi L.
Napudogan L.
Campbell
Boiestown
Stanley
SOUTH WEST MIRAMICHI RIVER
Grant to N.B. Railway Co.
Grant to N.B. Railway Company
New Brunswick Railway Company
Grant to N.B. Railway Co
Clearwater Brook
Rocky Brook
The Sisters
Dungarvon L.
Little Dungarvon
Lower Falls
Upper Falls
Little South Br.
Little North Br.
Burk L.
North Branch
Tobique R.
67°
Longitude West from Greenwich.

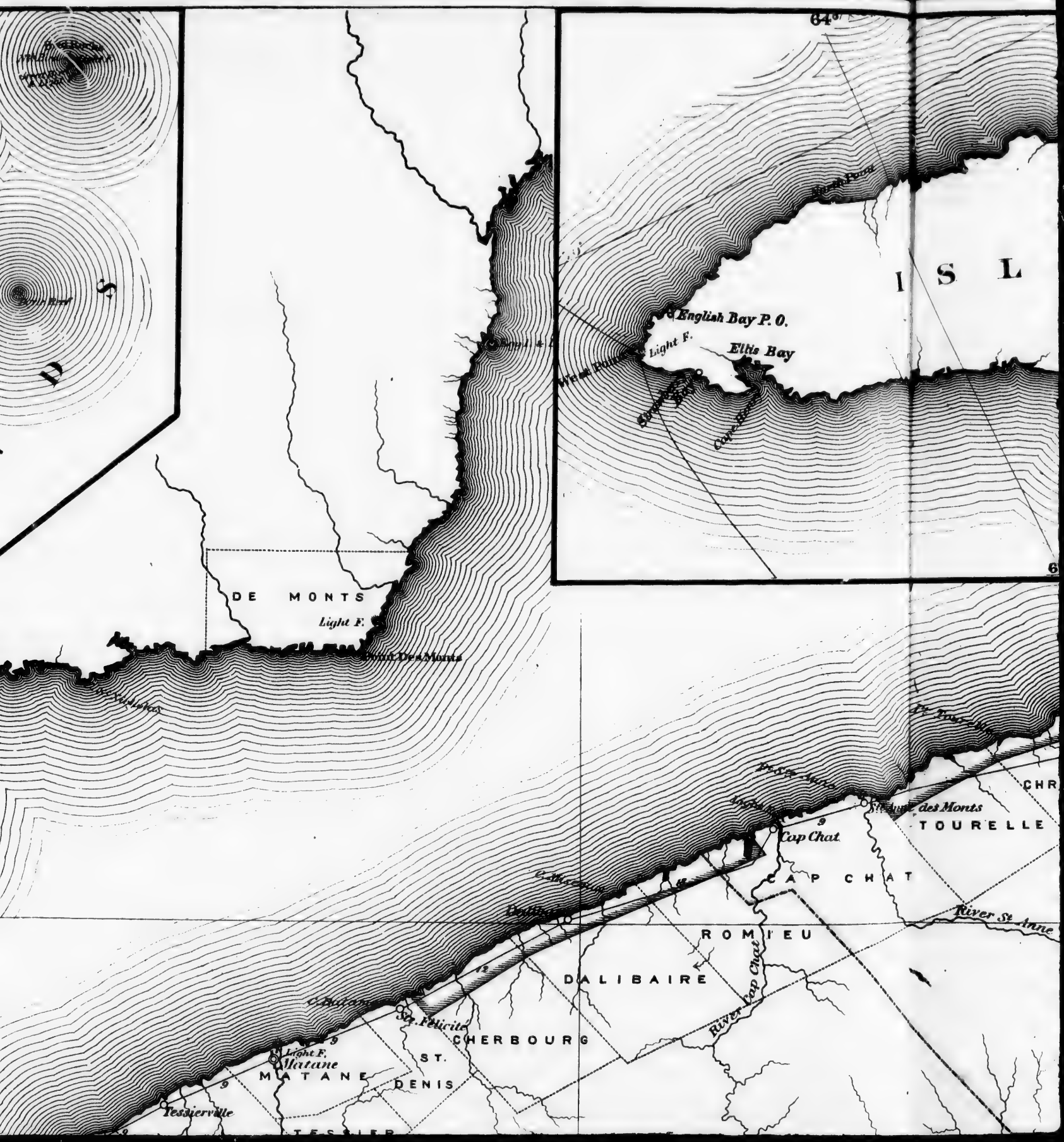

NORTHUMBERLAND
NEWCASTLE
ALNWICK
CHATHAM
HARDWICKE
GLENELG
BLACKVILLE
BLISSFIELD
LUDLOW
HUSKISSON
HARCOURT
KENT
Nepisiguit River
Miramichi R.
Little River
Bartibog
Newcastle
Chatham
Douglastown
Littleton
Whitney
Renous River
Blackville
Boiestown
Doaktown
Ludlow
Campbell
Cains River
Otter Brook
Black Brook
Salmon Br.
Bay du Vin R.
Lake Settlement
Kouchibouguac
Palmerston
Aldouane
Richibucto R.
Gaspereau Riv.
Gaspereau L.
Pleasant Br.
Longitude West from Greenwich.
66°

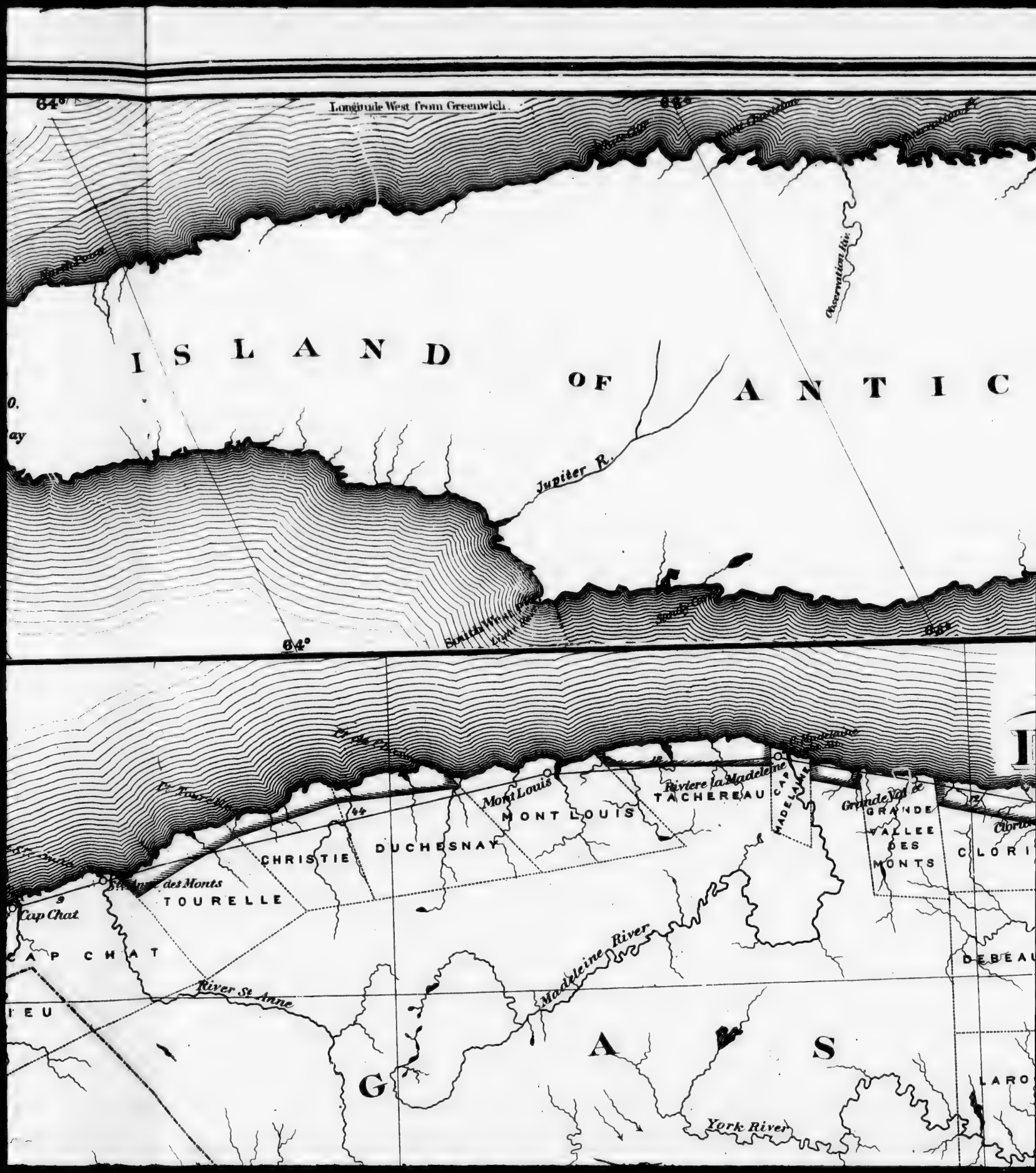


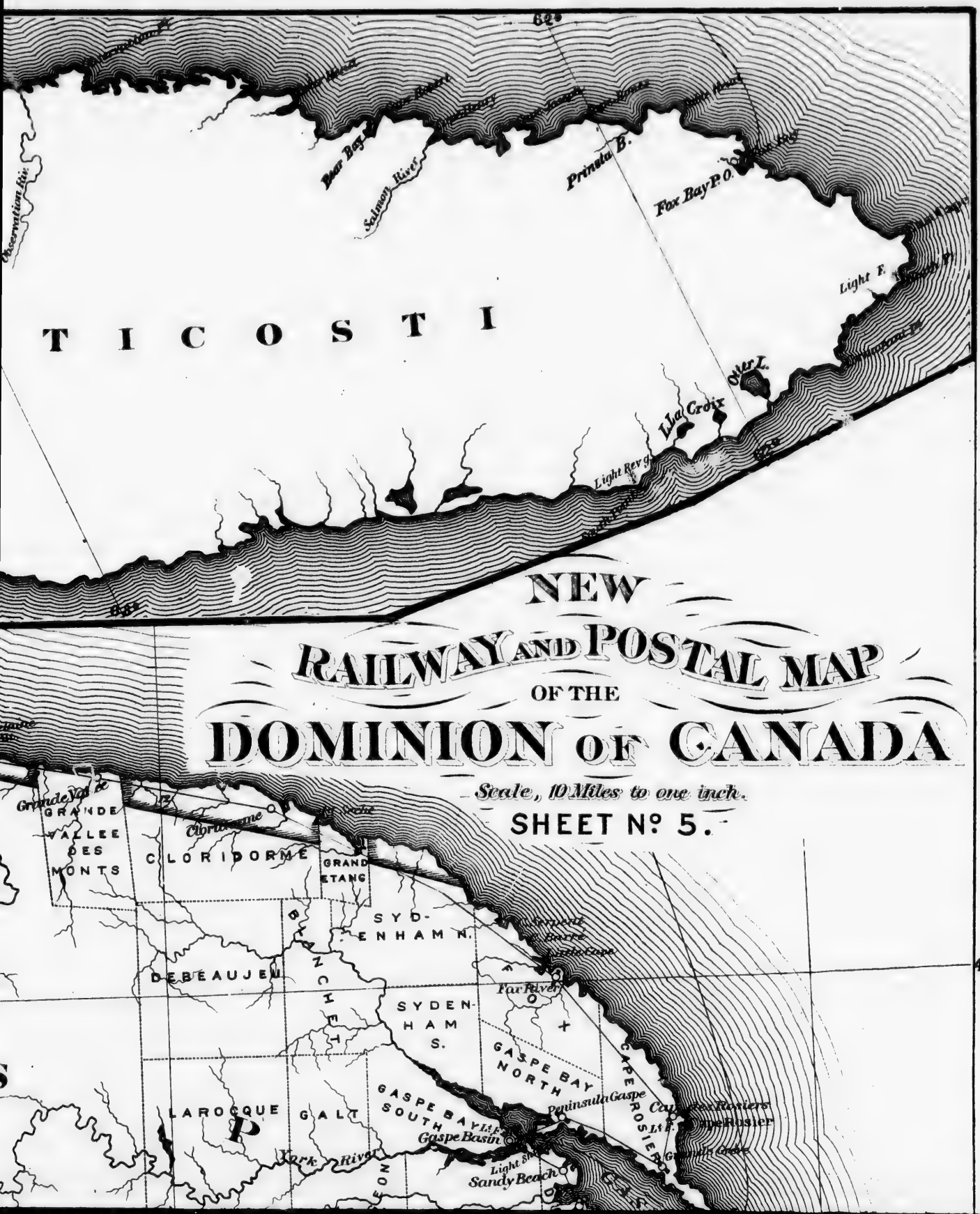
MIRAMICHI
BAY
Upper Neguac
Burnt Church
Bay du Vin
Escuminac
Hardwick
HARDWICKE
N D
Point Sapin
Bay du Vin Mills
Lake Settlement
Little Black R.
Kouchibouguac
KOUCHIBOUGUAC
BAY
Palmerston
Mc. Leod's Mills
ST. LOUIS
Kouchibouguacis
Richibucto
Aldouan
Kingston
RICHIBUCTO
Galway
Moulins River
Bass River
West Branch
Nicholas
Indian Pt.
Buctouche
Pine Ridge
Coal Branch
Mill Creek
St. Mary's
North Twp.
Coates Mill
Doherty's Mills
Upper Buctouche
St. Anthony
ST. MARY
Middle Township
INTERCOLONIAL
South Fork
Gueguen
Cocagne
DUNDAS
North Branch
Trafalgar
Macdougall's
Mc. Laughlin's Road
Scotch Settlement
Shediac
North Point
Tignish
Kildare
NORTH
Bloomfield
EGM
Cape Wolfe
Western Road
West Cape
Inverness
HALIFAX
EGMONT BAY
Higgins
Wellington
Fifteen Pt.
47°
65°
64°



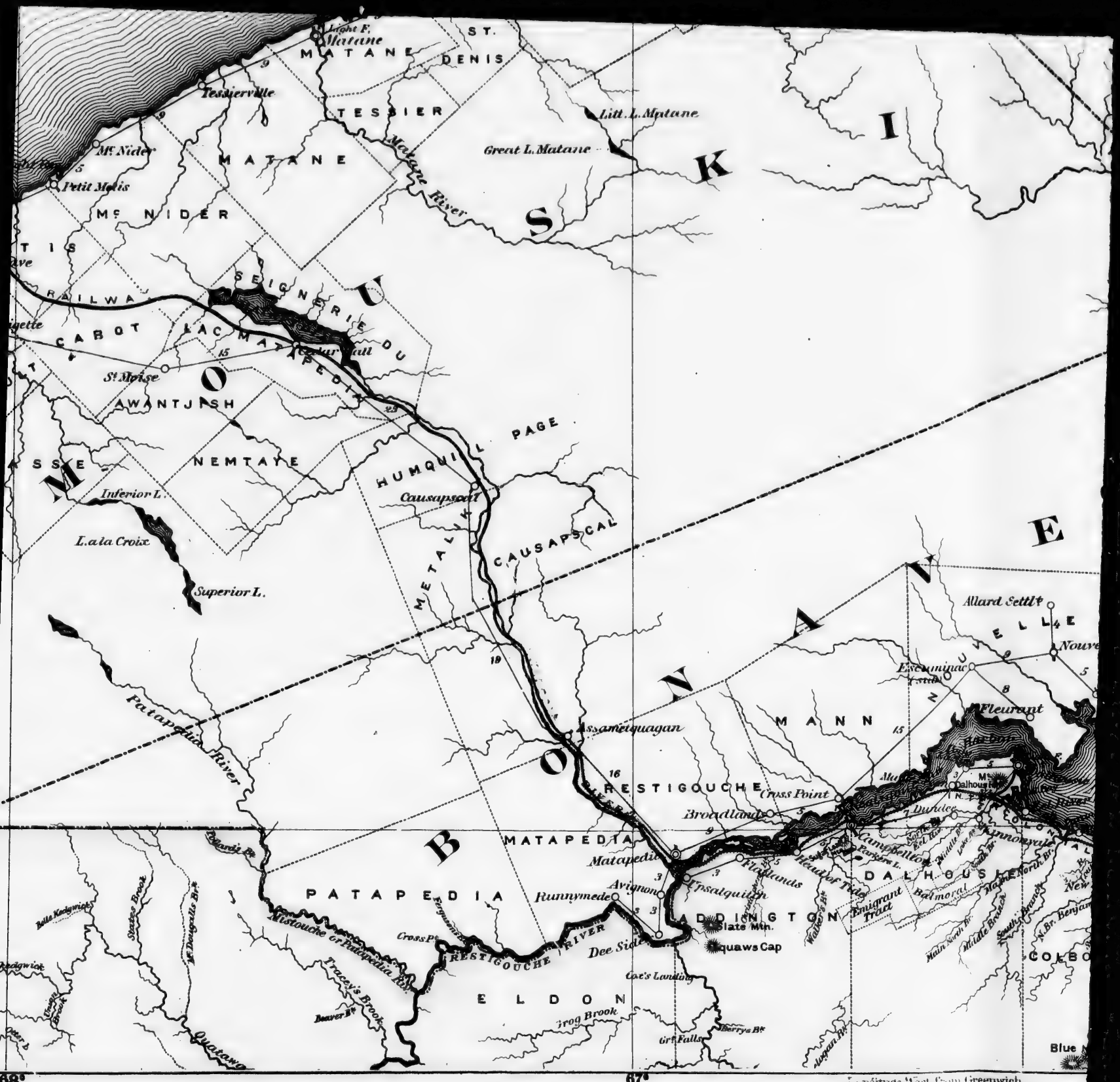
62°
MAGDALEN ISLANDS
Grindstone
Amherst
Deadman I.
Wolfe I.
Entry I.
PLEASANT
BAY
62°
MANICOUAGAN
P.te Manicougan
Light Ship
49
INDIAN RESERVE
Bersimis
BETSIAMITES
P.te Betsiamites
30
DE LA TOUR
Colombier

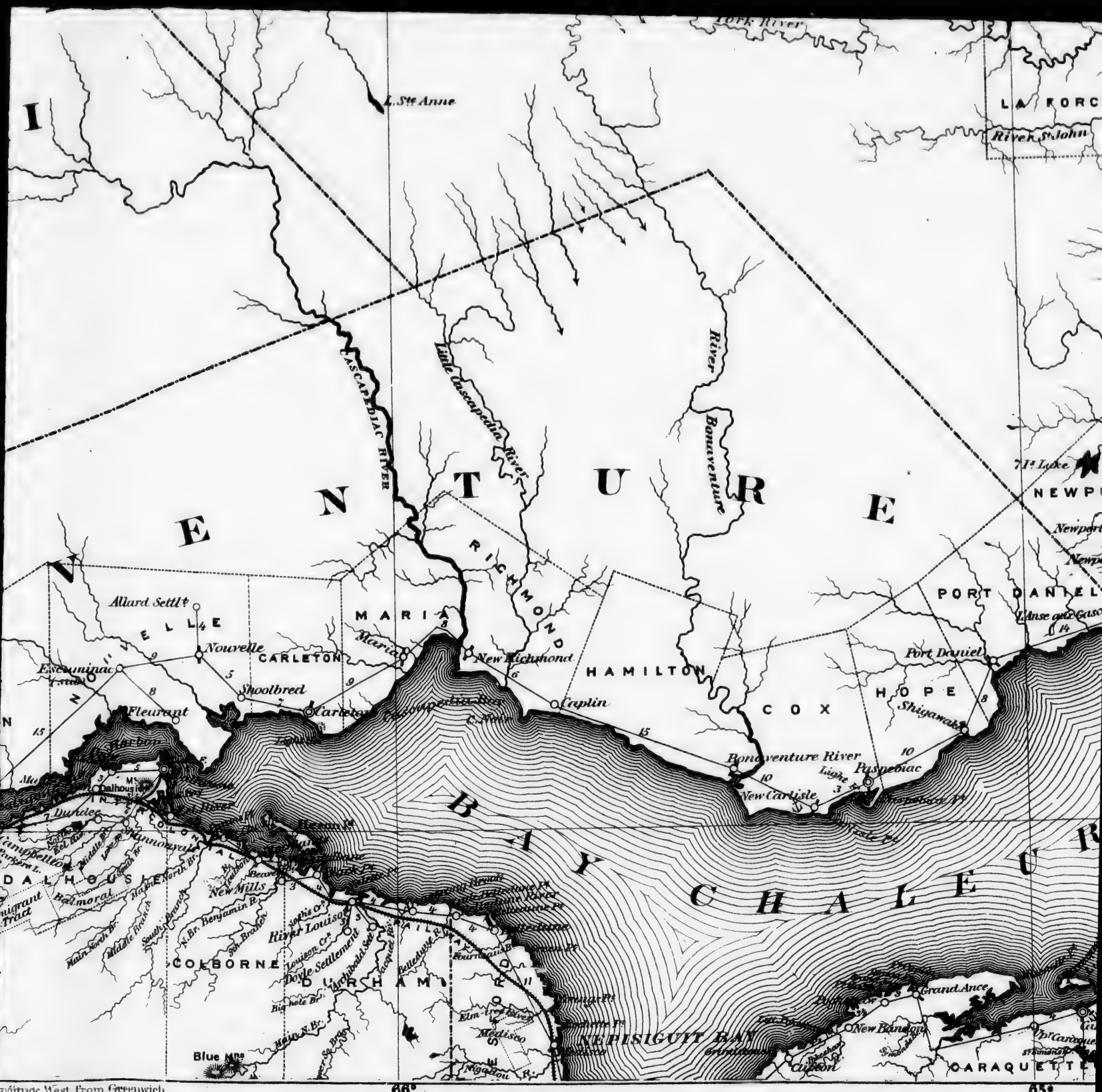

64°
English Bay P. O.
Light F.
Ellis Bay
West Point
Cap Bon
ISL
DE MONTS
Light F.
Point De Monts
Pt. Fortune
Pt. Ste Anne
Ste Anne des Monts
TOURELLE
Cap Chat
CAP CHAT
River St. Anne
ROMIEU
DALIBAIRE
River Cap Chat
C. Blanc
Ste. Félicité
CHERBOURG
ST.
DENIS
Light F.
Matane
MATANE
Tessierville
TESSIER

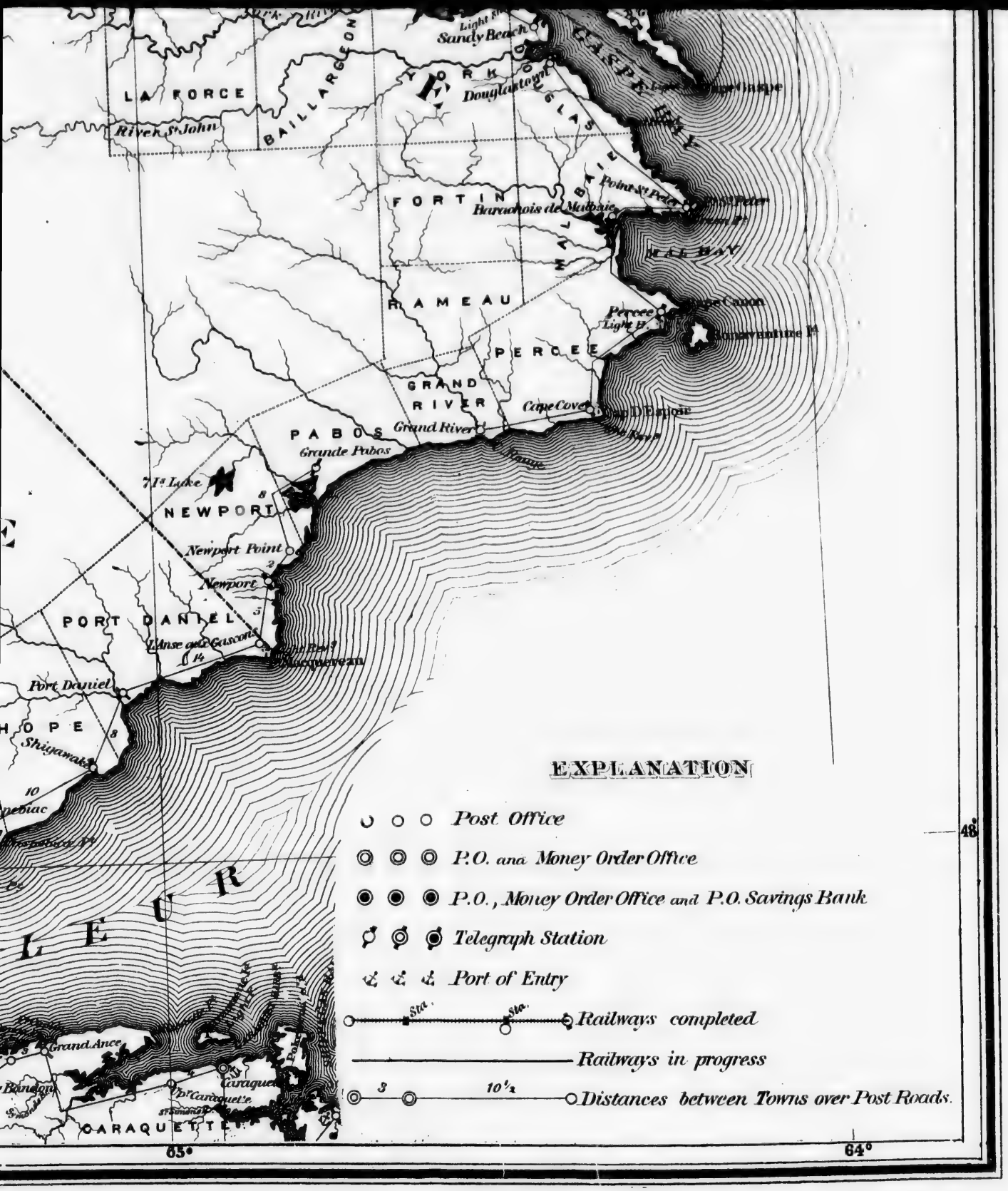

Longitude West from Greenwich
64°
ISLAND OF ANTIC
Observation Riv.
Jupiter R.
Sandy Cove
Mont Louis
Riviere la Madeleine
TACHEREAU
MONT LOUIS
CHRISTIE
DUCHESNAY
TOURELLE
Cap Chat
CAP CHAT
River St Anne
Madleine River
GRANDE VALLEE DES MONTS
DEBEAU
LARO
York River
G A S

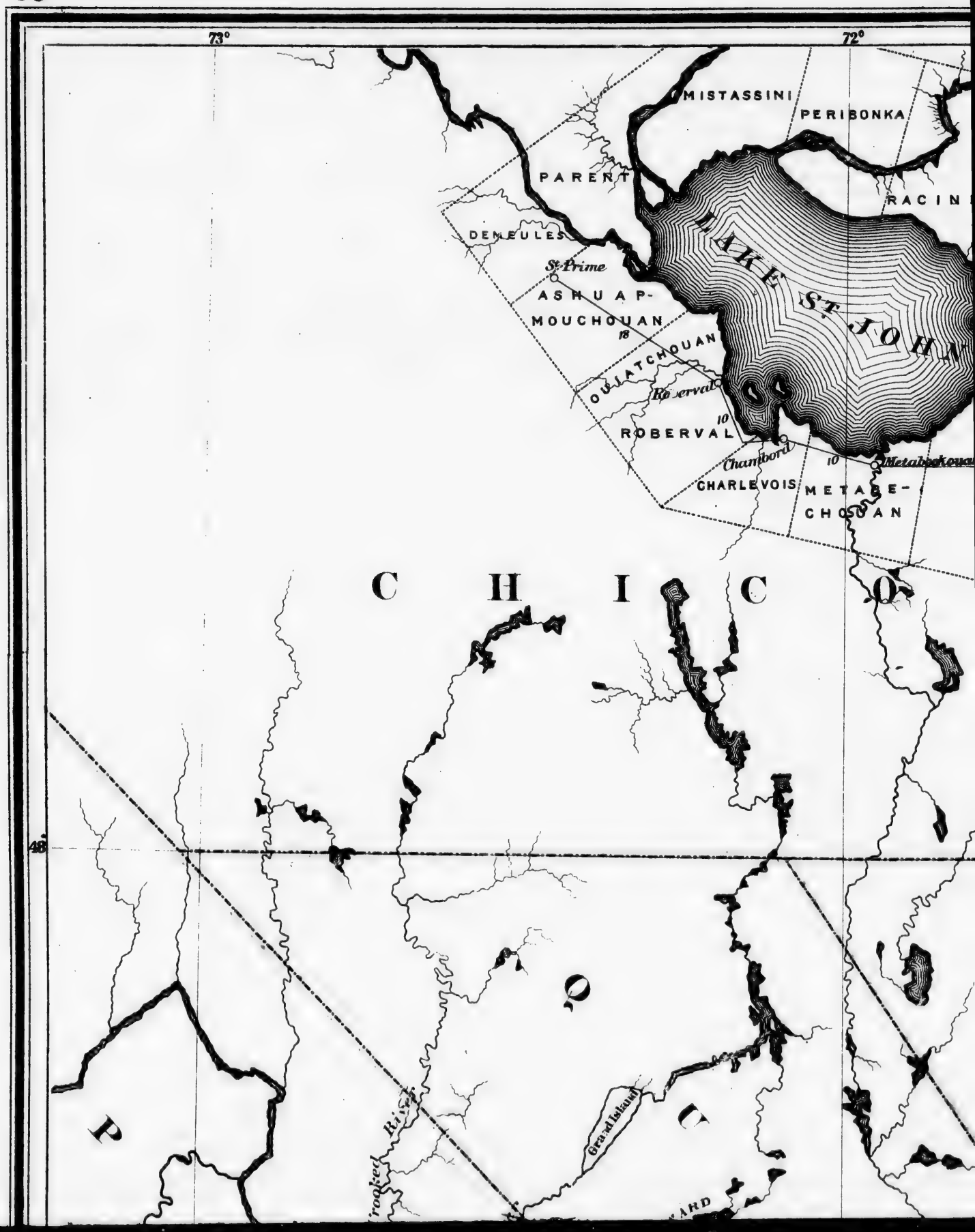

NEW
RAILWAY AND POSTAL MAP
OF THE
DOMINION OF CANADA
Scale, 10 Miles to one inch.
SHEET No. 5.
TICOSTI
Bear Bay
Salmon River
Prinola B.
Fox Bay P.O.
Light E.
Outer I.
La Croix
Grande Vallée
GRANDE VALLEE DES MONTS
Cloridorme
CLORIDORME
GRAND ETANG
SYDENHAM N.
Serpent
Barre
Little Cape
DEBEAUJEU
Fox River
SYDENHAM S.
GASPE BAY NORTH
CAPE ROSIER
Peninsula Gaspe
Cap des Rosiers
Lt. H. Cape Rosier
LAROCQUE
GALT
GASPE BAY SOUTH
Gaspe Basin
Sandy Beach
York River
62°
63°
49°

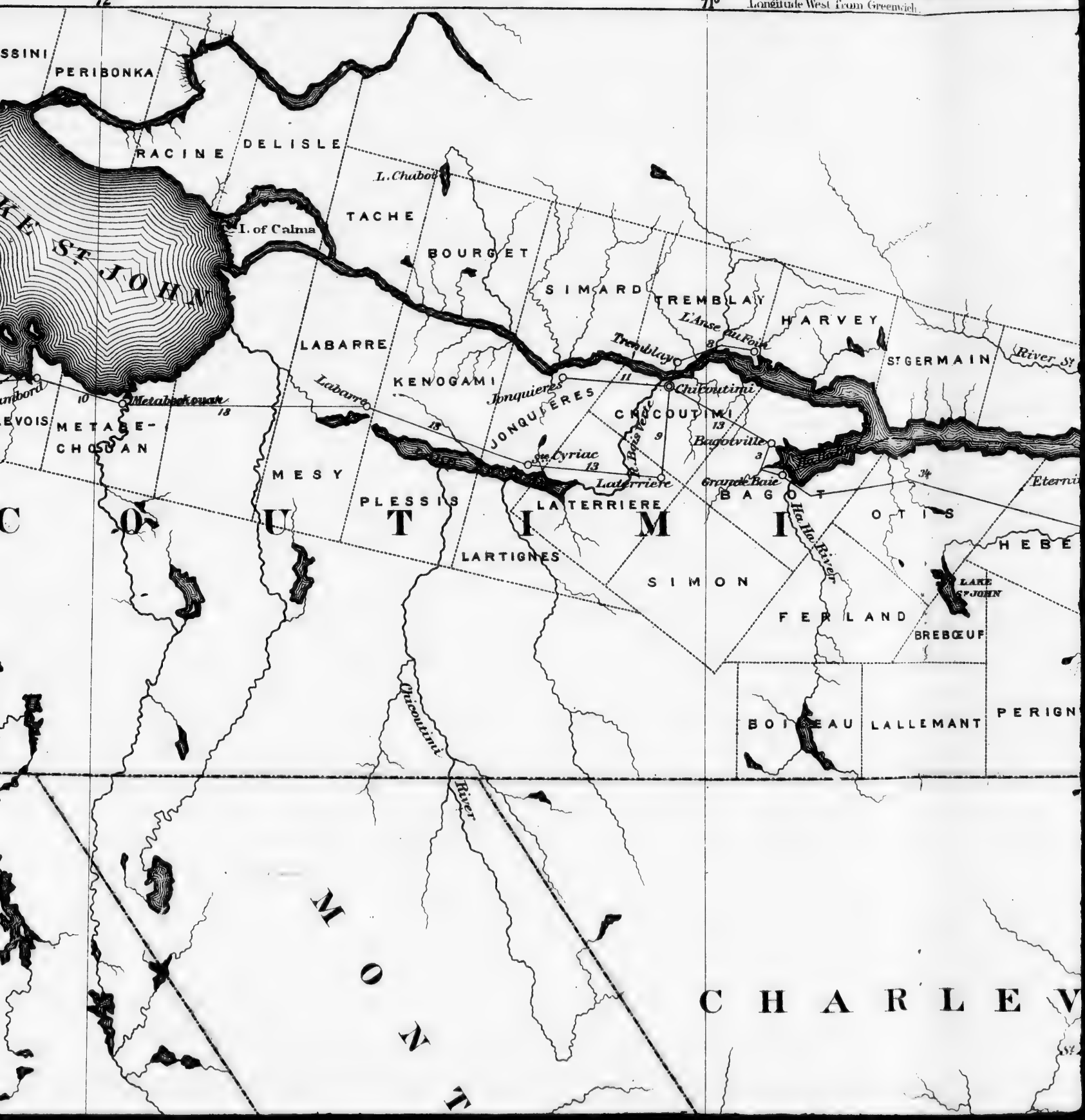
LA TOUR
Tessier
Mc Nider
Petit Metis
Mc NIDER
METIS
Metis
St Olave
RAILWAY
Neigette
CABOT
Miller's Yarbros
Fatima Point
LESSARD
St Anaclet
Rimouski
Burnaby
Bow
RIMOUSKI
NEIGETTE
FLEURIAULT
St Moise
AWANTJI
Bic
BIC
MACPES
St Fabien
DUQUESNE
St Simon
NICHOLAS RIOUX
St Mathieu
L. Jackson
CHENIER
St Françoise
BEDARD
Begon
RAUDOT
Inferior L.
L. a la Croix
Patapedia
L. Tiarks
South Br. Quatawamkedgwick
U.S. Observatory
1st. Lake
2nd. Lake
3rd. Lake
4th Lake
3d. Lake
Fourth or N.W. Branch
Stalter Brook
48°
69°
68°


Light F.
Matane
MATANE
ST. DENIS
Tessierville
TESSIER
Litt. L. Matane
Great L. Matane
Matane River
Mt Nider
MATANE
Petit Mais
Mt NIDER
SEIGNERIE DU
RAILWA
CABOT
LAC MATAPEDIA
Cedar Hall
St Moise
AWANTJISH
PAGE
HUMQUI
NEMTAYE
Inferior L.
Causapscal
L. a la Croix
Superior L.
METALIK
CAUSAPSCAL
Allard Settl.t
Nouve
Escuminac
Fleurant
Patapedia River
Assameiquagan
MANN
RESTIGOUCHE
Cross Point
Broadland
Dundee
MATAPEDIA
Matapedia
Campbellton
Highlands
Head of Tide
DALHOUSIE
Ipsalquitch
Avignon
Runnymede
PATAPEDIA
Emigrant Trail
Balmoral
ADDINGTON
Slate Min.
Squaws Cap
Mistouche or Patapedia Riv.
Cross Pt
RESTIGOUCHE RIVER
Dee Side
Cox's Landing
Tracey's Brook
ELDON
Frog Brook
Grt Falls
Berrys Br.
Beaver Br.
Quatawa
Blue M
68°
67°
Longitude West from Greenwich

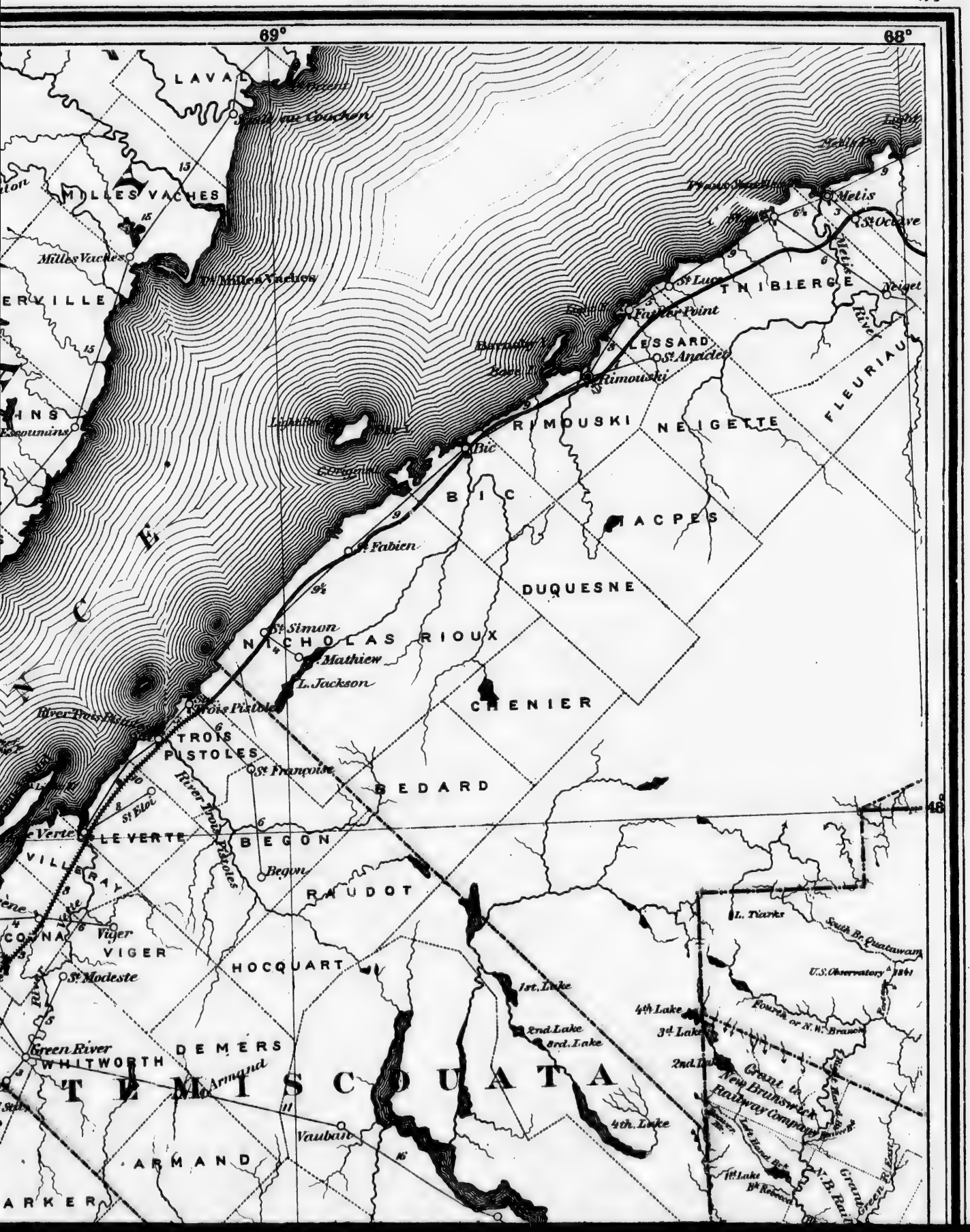

L. Ste Anne
LA FORC
River St. John
NEWP
Newport
PORT DANIEL
L'Anse aux Gaso
Port Daniel
Shigawake
Allard Settlt
NOUVELLE
Nouvelle
CARLETON
MARIA
Maria
New Richmond
HAMILTON
Caplin
COX
HOPE
Fleurant
Carleton
Cascapedia Bay
Bonaventure River
Paspebiac
New Carlisle
Dundee
Campbellton
Dalhousie
Balmoral
New Mills
River Louison
Doyle Settlement
COLBORNE
DERHAM
Grand Ance
New Bandon
Cidron
CARAQUETTE
NEPISIGUIT BAY
Medisco
Blue Mns
BAY CHALEUR
VENTURE
RICHMOND
CASCAPEDIAC RIVER
Little Cascapedia River
River Bonaventure
Longitude West from Greenwich
66°
65°

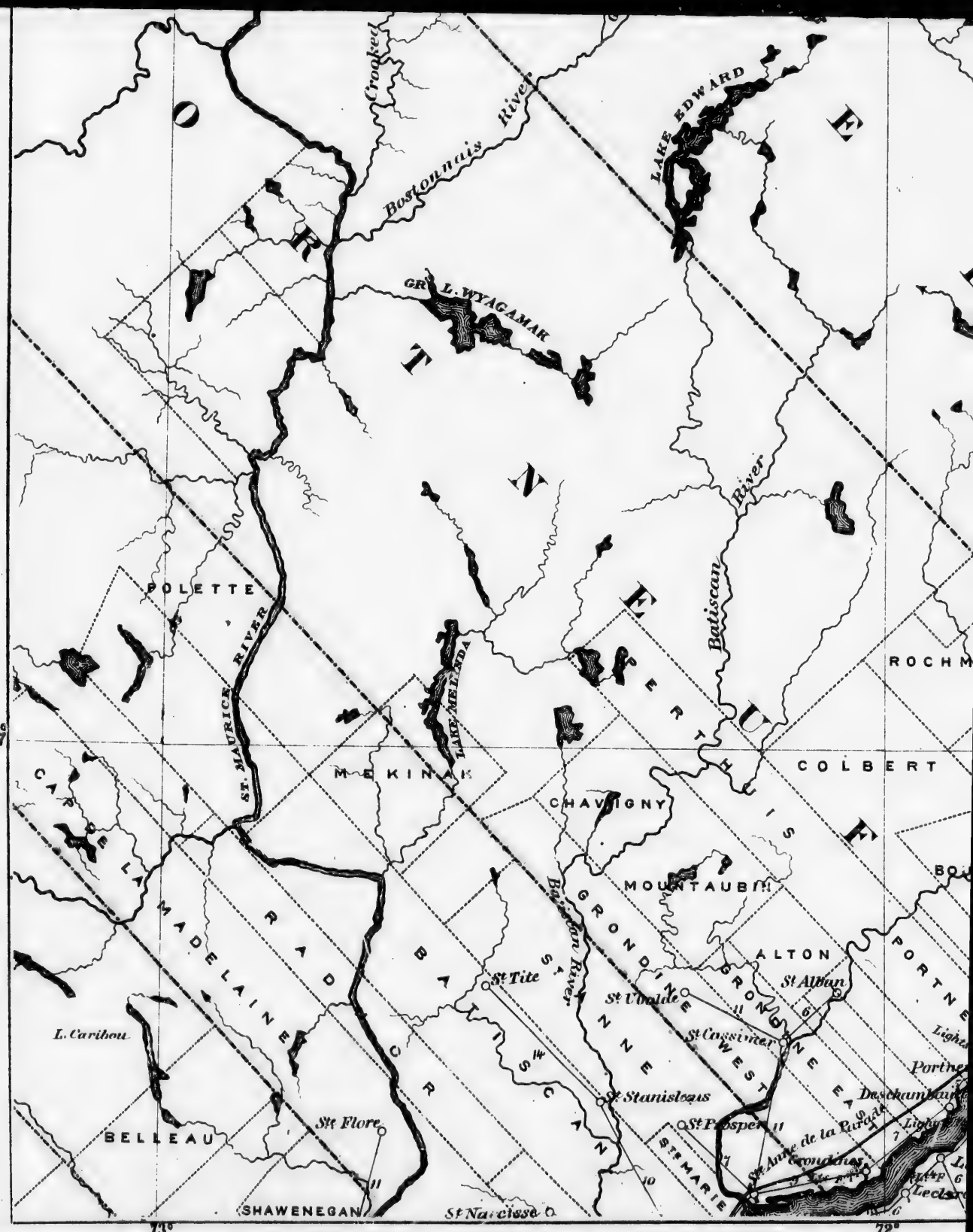

LA FORCE
BAILLARGEON
River St. John
Sandy Beach
YORK
Douglastown
GASPÉ
FORTIN
Barachois de Malbaie
Point St. Peter
MALBAY
RAMEAU
Percee
Light H.
Cape Cannon
PERCEE
GRAND RIVER
Cape Cove
Grand River
PABOS
Grande Pabos
Range
Lake
NEWPORT
Newport Point
Newport
PORT DANIEL
Anse aux Gascons
Port Daniel
HOPE
Shigawake
Grand Ance
Caraquet
Pt. Caraquette
CARAQUETTE
65°
64°
48°
EXPLANATION
Post Office
P.O. and Money Order Office
P.O., Money Order Office and P.O. Savings Bank
Telegraph Station
Port of Entry
Railways completed
Railways in progress
Distances between Towns over Post Roads.

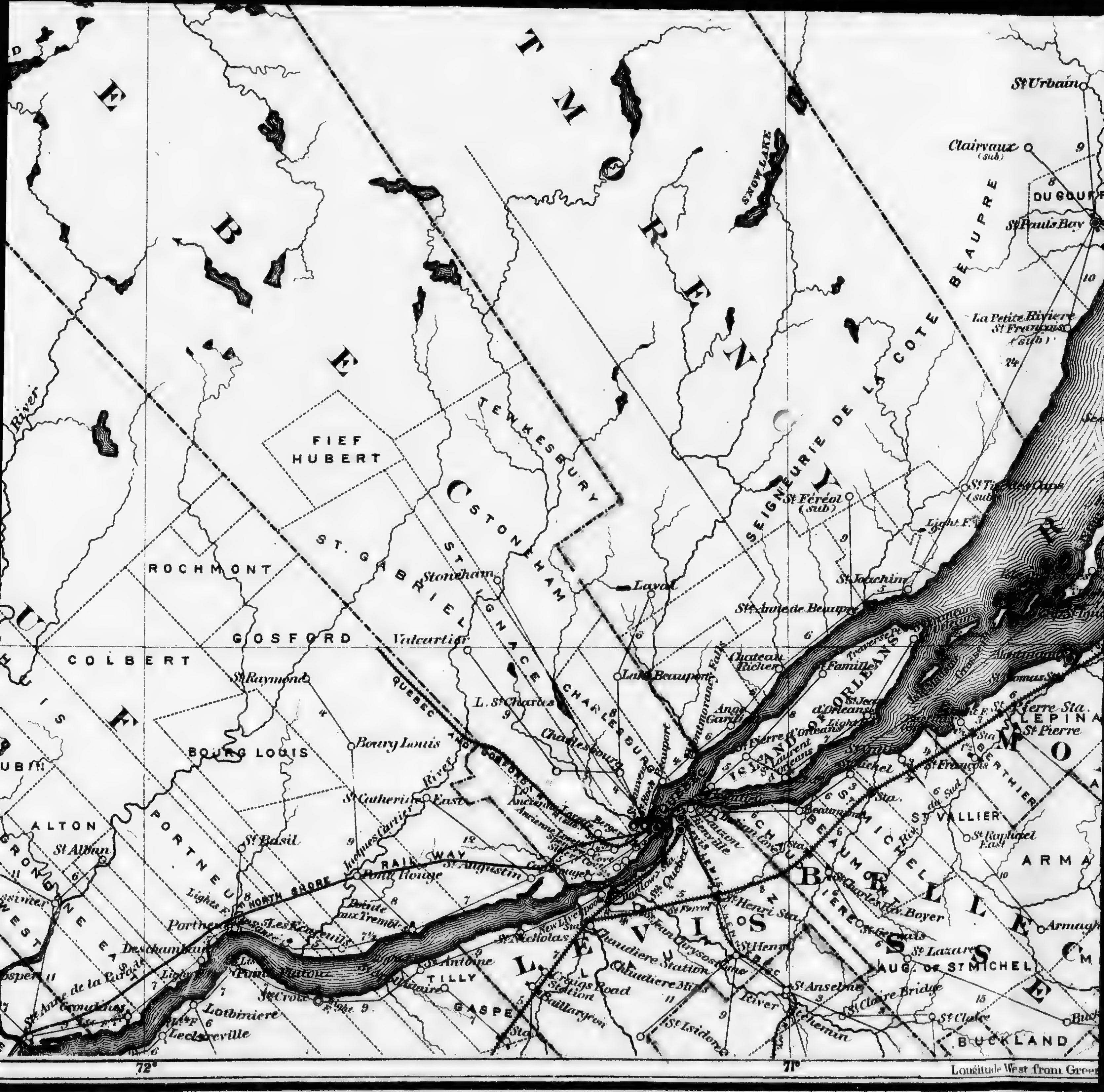

73°
72°
MISTASSINI
PERIBONKA
PARENT
RACIN
DENEULES
St-Prime
ASHUAP-
MOUCHOUAN
18
OUIATCHOUAN
Roberval
10
ROBERVAL
Chambord
10
Metabetchouan
CHARLEVOIS
METABE-
CHOUAN
LAKE ST. JOHN
C H I C O
48°
Grand Island


72°
71°
Longitude West from Greenwich
SSINI
PERIBONKA
RACINE
DELISLE
L. Chaboi
I. of Calma
TACHE
BOURGET
SIMARD
TREMBLAY
HARVEY
L'Anse au Foin
Tremblay
ST GERMAIN
River St
LABARRE
KENOGAMI
Jonquieres
Chicoutimi
Labarre
JONQUIERES
CHICOUTIMI
Metabetchouan
METABE-
CHOUAN
MESY
PLESSIS
St Cyriac
Laterriere
LATERRIERE
Bagotville
Grande Baie
BAGOTVILLE
Ha Ha River
OTIS
HEBE
LARTIGNES
SIMON
LAKE
ST JOHN
FERLAND
BREBŒUF
BOIS-EAU
LALLEMANT
PERIGN
Chicoutimi
River
CHARLEV
MONT

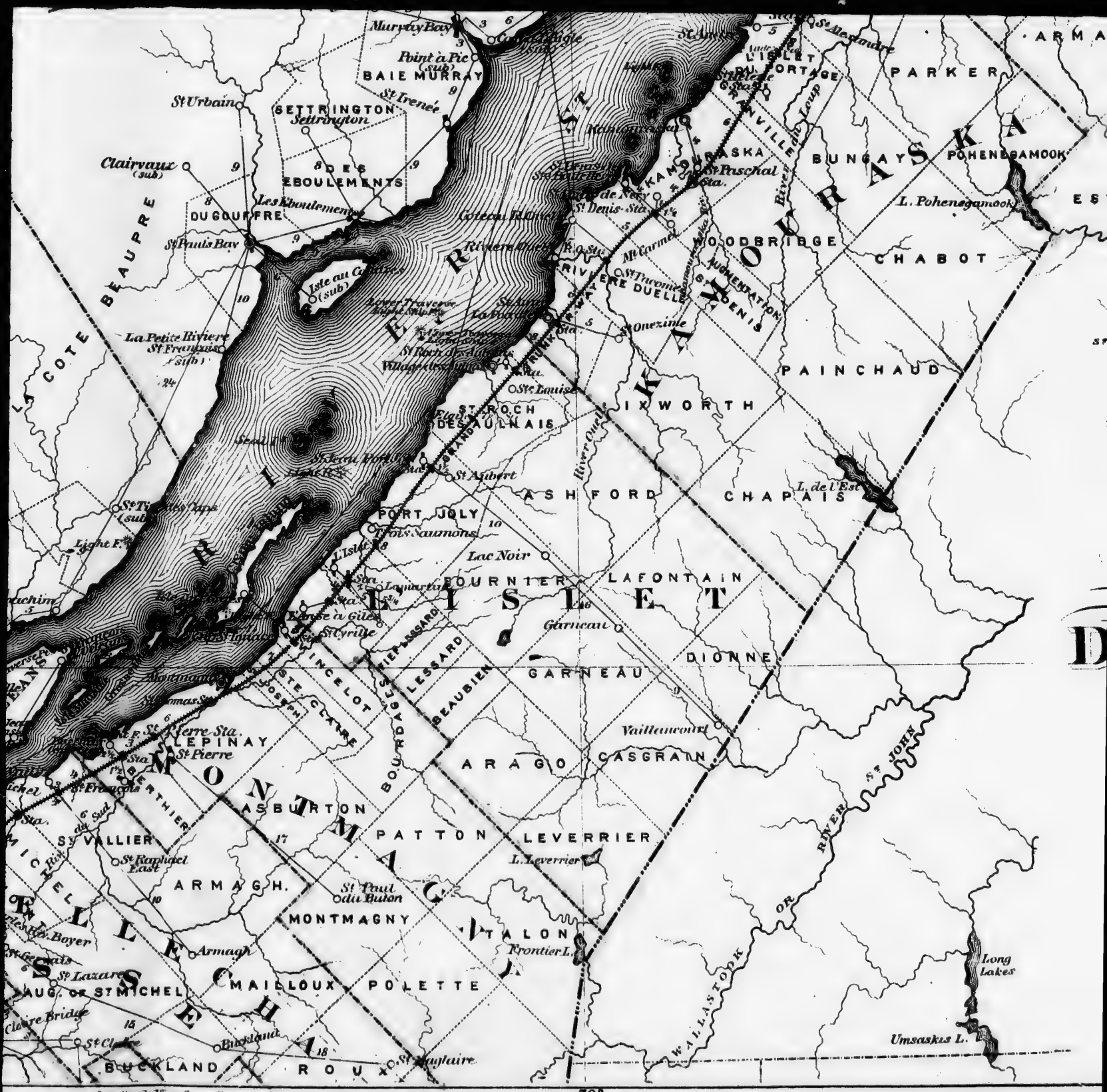
West from Greenwich
70°
LAVA
River Sault au Mouton
River Escoumins
MILLES VACHES
Milles Vaches
IBERVILLE
ESCOUMINS
Les Escoumins
LAC DES SABLES
BERGERONNES
Les Petites Bergeronnes
TADOUSAC
Tadousac
River St. Marguerite
ST GERMAIN
SAGUENAY RIVER
LA BROSSE
ALBERT
Eternity Bay
OTIS
HEBERT
L'Ans St Jean
ST JEAN
LAKE St JOHN
BREBŒUF
Little Saguenay River
River Jean
DUMAS
DUCREUX
PERIGNY
LALLEMANT
SAGARD
Pointe au Boulet
SAGUENAY
Port au Persil
CALLIERE
CHAVEAU
MONT MURRAY
BAIE MURRAY
Point à Pic
Murray Bay
St Agnes
St Fidele
River Trois Pistoles
TROIS PISTOLES
St Eloi
LE VERTE
VILLERAY
CACOUNA
Viger
VIGER
St Modeste
Green River
WHITWORTH
St Anthonie
Lake Road Sta
RIVER DU LOUP
St Alexandre
LISLET
PARKER
ARMAN
DEM
ARLEVOIX

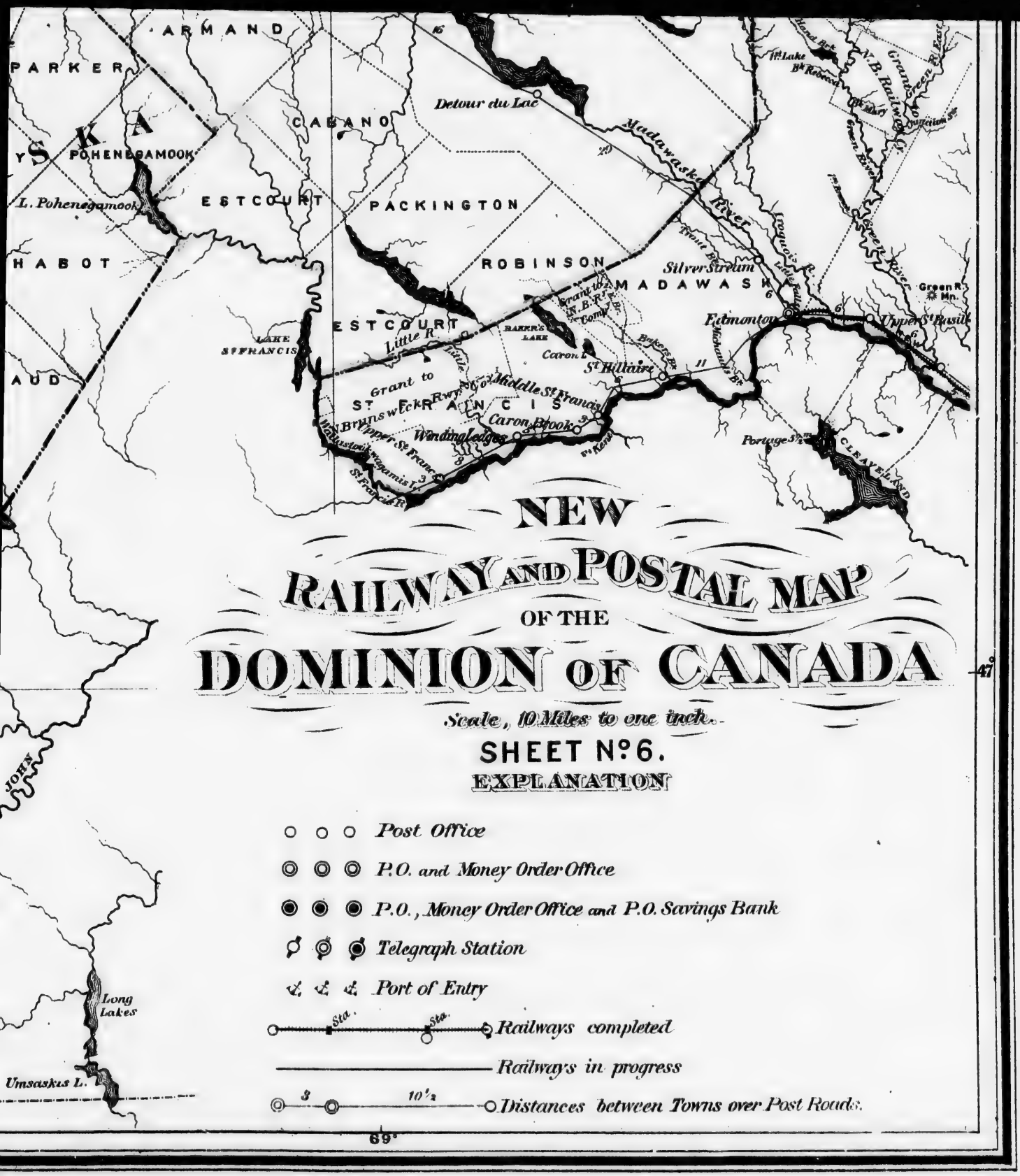

69°
68°
LAVAL
MILLES VACHES
Milles Vaches
Pt Milles Vaches
Metis
St Octave
Metis River
St Luce
THIBIERGE
Neiget
Fartier Point
LESSARD
St Anaclet
Rimouski
RIMOUSKI
NEIGETTE
FLEURIAU
Bic
BIC
MACPES
St Fabien
DUQUESNE
St Simon
NICHOLAS RIOUX
St Mathieu
L. Jackson
CHENIER
Trois Pistoles
TROIS PISTOLES
St François
BEDARD
St Eloi
Le Verte
LE VERTE
BEGON
Begon
RAUDOT
VILLERAY
Viger
VIGER
HOCQUART
St Modeste
Green River
WHITWORTH
DEMERS
TEMISCOUATA
Vaubain
ARMAND
ARKER
L. Tiarks
South Br. Quatawamp
U.S. Observatory
1st. Lake
2nd. Lake
3rd. Lake
4th. Lake
Fourth or N.W. Branch
Grant to New Brunswick Railway Company
N.B. Rail
Grand Green R. East
48°

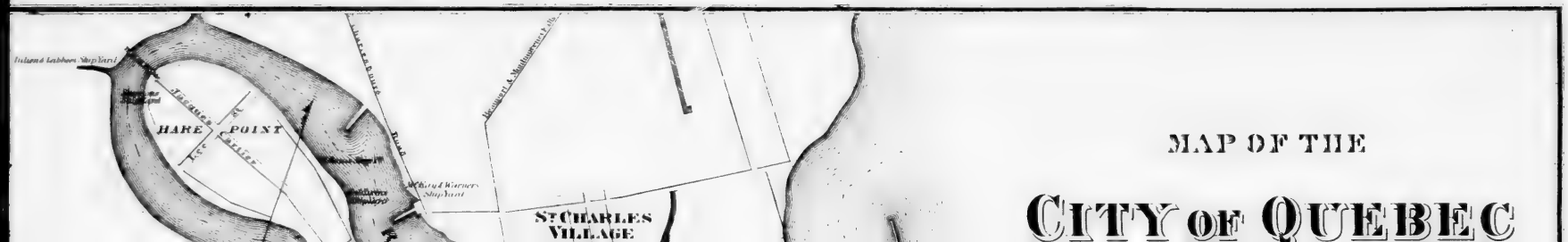

Crooked
Bostonnais River
LAKE EDWARD
GR^D L. WYAGAMAK
Batiscan River
POLETTE
ST. MAURICE RIVER
LAKE MELANDA
ROCHM
COLBERT
MEKINAK
CHAVIGNY
MOUNTAUBAN
ALTON
GRONDINE
St Alban
St Tite
St Uvalde
St Casimir
St Stanislaus
St Prosper
St Anne de la Pérade
Grondines
Deschambault
Portneuf
Lighthouse
Leclerc
L. Caribou
St Flore
BELLEAU
SHAWENEGAN
St Narcisse
CAP DE LA MADELAINE
RADCLIFF
BATISCAN
ST MARIE
73°
72°



MONTMORENCY
QUEBEC
SNOW LAKE
St Urbain
Clairvaux (sub)
DUGOUFFRE
St Pauls Bay
BEAUPRE
SEIGNEURIE DE LA COTE BEAUPRE
La Petite Riviere St Francois (sub)
FIEF HUBERT
TEWKESBURY
STONEHAM
ST. GABRIEL
ST. IGNACE
ROCHMONT
GOSFORD
COLBERT
BOURG LOUIS
ALTON
PORTNEUF
CHARLESBURG
St Féreol (sub)
St Joachim
St Anne de Beaupré
Laval
Stoneham
Valcartier
St Raymond
L. St Charles
Lake Beauport
Chateau Richer
Charlesbourg
Bourg Louis
St Catherine
East
St Basil
St Alban
Pont Rouge
St Augustin
RAILWAY
NORTH SHORE
Portneuf
Les Ecureuils
Deschambault
Pointe aux Trembles
ISLAND OF ORLEANS
St Famille
St Jean d'Orleans
St Pierre d'Orleans
St Laurent d'Orleans
Montmorency Falls
Ange Gardien
St Pierre Sta.
St Pierre
St Francois
BERTHIER
ST VALLIER
St Raphael East
ARMA
BELLECHASSE
ST MICHEL
LEVIS
Lauzon
Beaumont
St Henri Sta.
St Henri
St Charles Riv. Boyer
St Gervais
St Lazare
AUG. OF ST MICHEL
St Nicholas
New Liverpool
Chaudiere Station
St Jean Chrysostome
St Anselme
St Claire Bridge
St Claire
BUCKLAND
Chaudiere Mills
Craigs Road Station
St Antoine
TILLY
GASPE
St Croix
Lotbiniere
Leclercville
St Anne de la Parade
Grondines
St Isidore
River
Riv. du Sud
72°
71°
Longitude West from Green

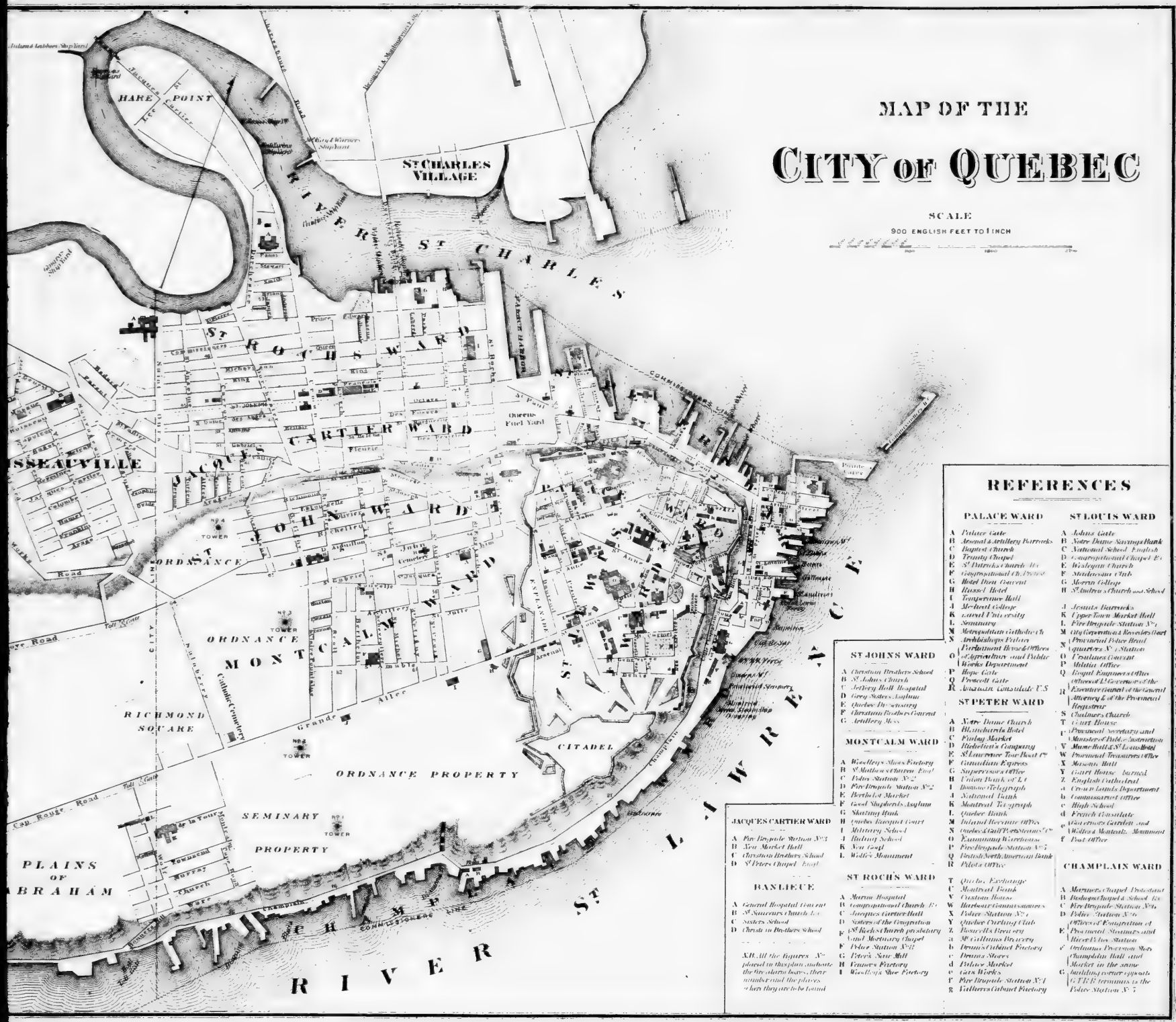

Murray Bay
Point à Pic (sub)
BAIE MURRAY
St Irenée
St Urbain
SETTRINGTON
Settrington
Clairvaux (sub)
DES EBOULEMENTS
Les Eboulements
DU GOUFFRE
St Paul's Bay
Isle au Coudres (sub)
LA COTE BEAUPRE
La Petite Riviere
St François (sub)
Lower Traverse
St Roch de Aulnais
Village des Aulnais
Seal Rock
St Jean Port Joli
St Aubert
St Louise
ST ROCH DES AULNAIS
PORT JOLY
Trois Saumons
Lac Noir
Light F.
Lamartine
Eglise à Gilles
St Cyrille
Montmagny
St Pierre Sta.
St Pierre
LEPINAY
St François
ST VALLIER
St Raphael East
ARMAGH.
St Paul du Buton
MONTMAGNY
Armagh
St Lazare
AUG. OF ST MICHEL
MAILLOUX
POLETTE
Claire Bridge
St Claire
Buckland
BUCKLAND
ROUX
St Gaulaire
Mt Carmel
St Tavernes
Onezime
RIVIERE DUELLE
AUGMENTATION
ST DENIS
WOODBRIDGE
CHABOT
PAINCHAUD
IXWORTH
ASHFORD
CHAPAIS
L. de l'Est
FOURNIER
LAFONTAIN
Garneau
GARNEAU
DIONNE
Vaillancourt
ARAGO
CASGRAIN
ASBURTON
PATTON
LEVERRIER
L. Leverrier
VALON
Frontier L.
Long Lakes
Umsaskis L.
L'ISLET
PORTAGE
PARKER
BUNGAYS
POHENEGAMOOK
L. Pohenegamook
St Pascal Sta.
St Denis Sta.
Riviere Ouelle
River Ouelle
River du Loup
ST JOHN RIVER
WALLASTOOK
BEAUBIEN
LESSARD
BOURDAGES
ST CLAIRE
ST JOSEPH
MICHELLE
Longitude West from Greenwich
70°


ARMAND
PARKER
CABANO
POHENEGAMOOK
L. Pohenegamook
ESTCOURT
PACKINGTON
HABOT
ROBINSON
MADAWASKA
ESTCOURT
LAKE ST FRANCIS
AUD
Detour du Lac
Madawaska River
Silver Stream
Edmonton
Upper St Basile
St Hilaire
Middle St Francis
Caron Brook
Winding Ledges
Portage
CLEAVELAND
Grant to St Francis
Grant to N.B.R. Comy
Baker's Lake
Little R.
Green R. Mn.
Long Lakes
Umsaskis L.
47°
69°
NEW
RAILWAY AND POSTAL MAP
OF THE
DOMINION OF CANADA
Scale, 10 Miles to one inch.
SHEET No. 6.
EXPLANATION
Post Office
P.O. and Money Order Office
P.O., Money Order Office and P.O. Savings Bank
Telegraph Station
Port of Entry
Sta.
Sta.
Railways completed
Railways in progress
3
10½
Distances between Towns over Post Roads.



MAP OF THE

CITY OF QUEBEC



REFERENCES

PALACE WARD

- A Palace Gate
- B Arsenal & Artillery Barracks
- C Baptist Church
- D Trinity Chapel
- E St Patricks Church &c
- F Congregational Chapel &c
- G Hotel Dieu Convent
- H Russel Hotel
- I Temperance Hall
- J Medical College
- K Laval University
- L Seminary
- M Metropolitan Catholic Ch
- N Archbishops Palace
- O Parliament House & Offices of Agriculture and Public Works Department
- P Hope Gate
- Q Prescott Gate
- R Wesleyan Consulate U.S

ST PETER WARD

- A Notre Dame Church
- B Blanchards Hotel
- C Finlay Market
- D Richelieu's Company
- E St Lawrence Tow Boat Co
- F Canadian Express
- G Superviseurs Office
- H Union Bank of L.C.
- I Dominion Telegraph
- J National Bank
- K Montreal Telegraph
- L Quebec Bank
- M Inland Revenue Offices
- N Quebec & Gulf Ports Steamers Co
- O Examining Warehouse
- P Fire Brigade Station No 5
- Q British North American Bank
- R Pilots Office
- T Quebec Exchange
- U Montreal Bank
- V Custom House
- W Harbour Commissioners
- X Police Station No 1
- Y Quebec Curling Club
- Z Boswells Brewery
- a M'Cullums Brewery
- b Drum's Cabinet Factory
- c Drums Stores
- d Palace Market
- e Gas Works
- f Fire Brigade Station No 1
- g Vallieres Cabinet Factory

ST LOUIS WARD

- A Johns Gate
- B Notre Dame Savings Bank
- C National School English
- D Congregational Chapel &c
- E Wesleyan Church
- F Mechanics Club
- G Morrin College
- H St Andrews Church and School
- J Jesuits Barracks
- K Upper Town Market Hall
- L Fire Brigade Station No 2
- M City Government & Recorders Court
- N Provincial Police Head Quarters No 1 Station
- O Ursulines Convent
- P Militia Office
- Q Royal Engineers Office
- R Offices of H. Excellency the Lieutenant Governor of the Province & of the Provincial Secretary & Registrar
- S Chalmers Church
- T Court House
- U Provincial Secretary and Minister of Public Instruction
- V Music Hall & St Louis Hotel
- W Provincial Treasurers Office
- X Masonic Hall
- Y Court House burned
- Z English Cathedral
- a Crown Lands Department
- b Commissariat office
- c High School
- d French Consulate
- e Governors Garden and Wolfe & Montcalm Monument
- f Post Office

CHAMPLAIN WARD

- A Mariners Chapel Protestant
- B Bishops Chapel & School &c
- C Fire Brigade Station No 4
- D Police Station No 6 Offices of Corporation of Provincial Steamers and River Police Station
- E Ordnance Provision Store Champlain Hall and Market in the same building corner opposite G.T.R.R terminus to the Police Station No 7

ST JOHNS WARD

- A Christian Brothers School
- B St Johns Church
- C Jeffery Hall Hospital
- D Grey Sisters Asylum
- E Quebec Dispensatory
- F Christian Brothers Convent
- G Artillery Mess

MONTCALM WARD

- A Woolleys Shoes Factory
- B St Matthews Church Engl
- C Police Station No 2
- D Fire Brigade Station No 2
- E Berthelet Market
- F Good Shepherds Asylum
- G Skating Rink
- H Quebec Racquet Court
- I Military School
- J Huling School
- K New Gaol
- L Wolfe's Monument

ST ROCH'S WARD

- A Marine Hospital
- B Congregational Church &c
- C Jacques Cartier Hall
- D Sisters of the Congregation
- E St Rochs Church probatory and Mortuary Chapel
- F Police Station No 3
- G Peter's Saw Mill
- H Vennes Factory
- I Woolley's Shoe Factory

JACQUES CARTIER WARD

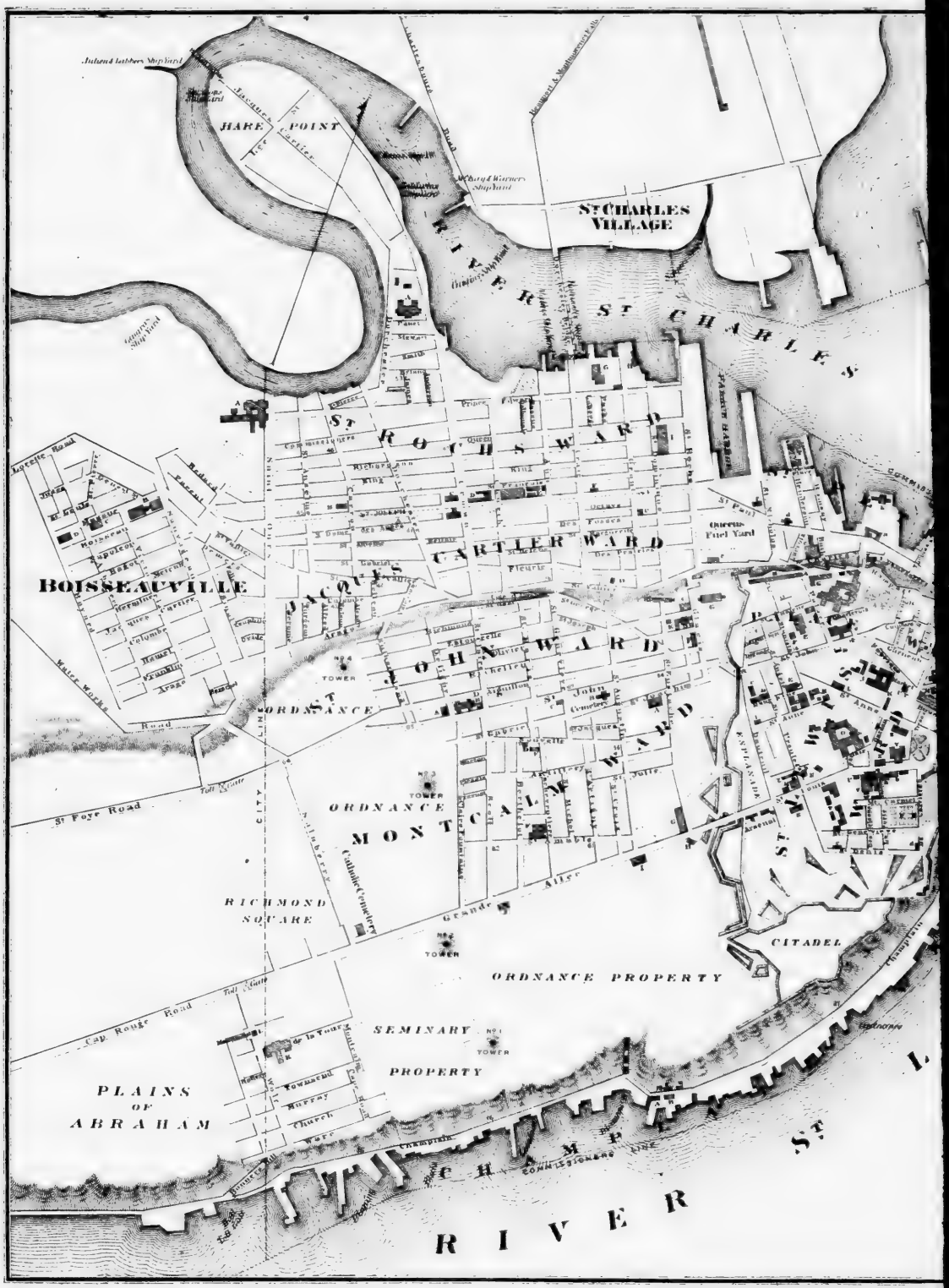
- A Fire Brigade Station No 3
- B New Market Hall
- C Christian Brothers School
- D St Peters Chapel Engl

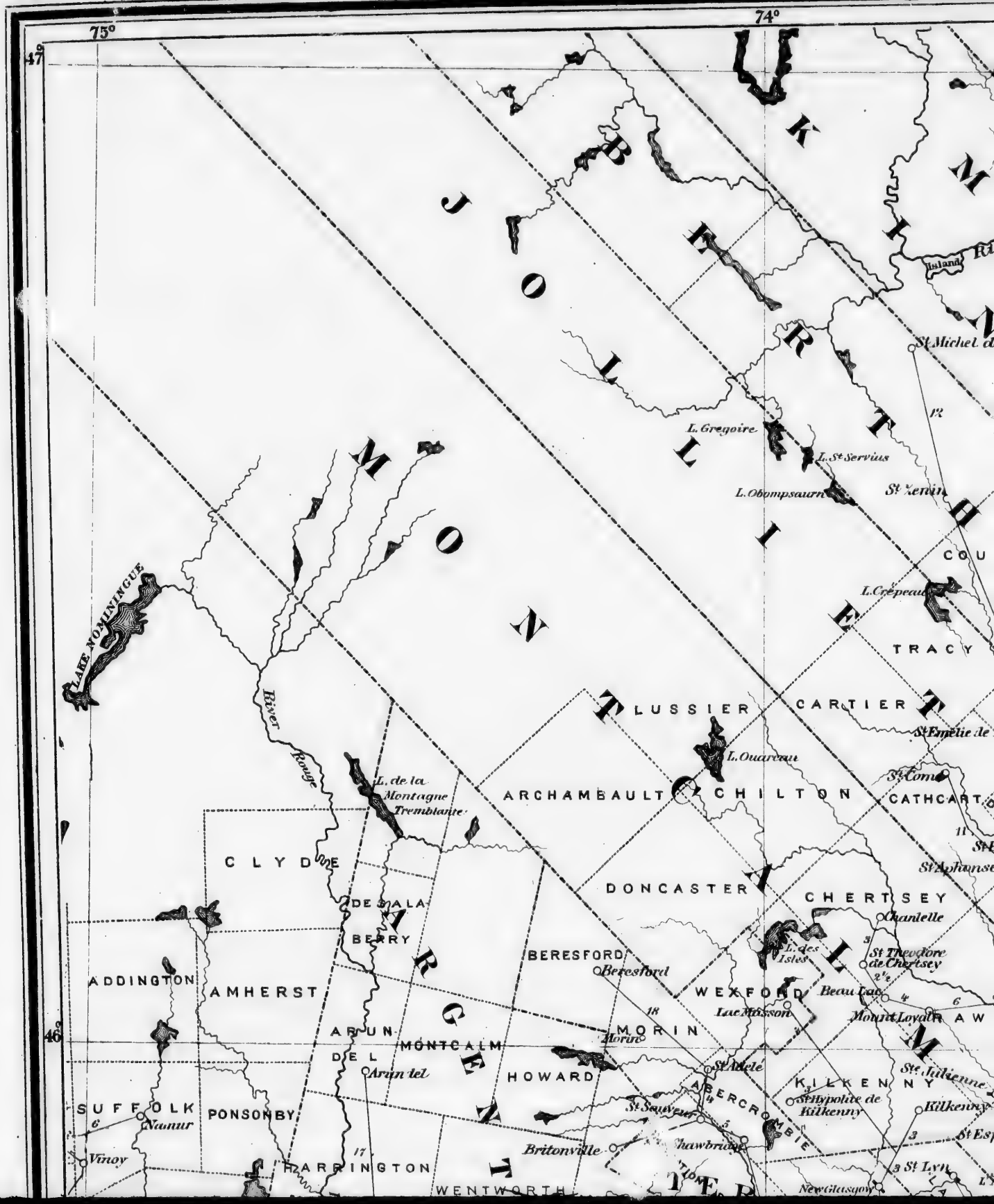
BANLIEUE

- A General Hospital Convent
- B St Sauveurs Church &c
- C Sisters School
- D Christian Brothers School

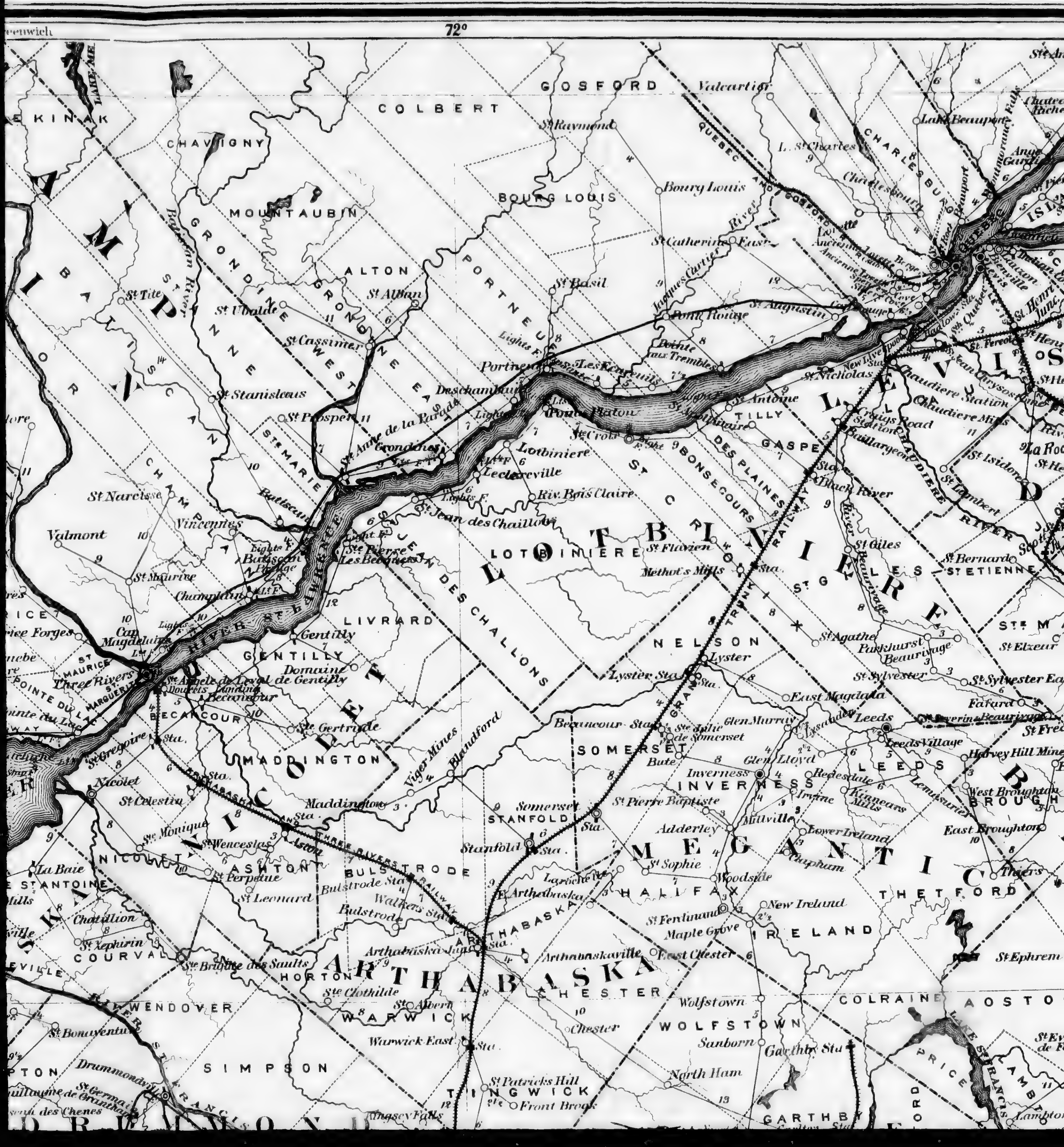
XII. All the figures No placed in this plan indicate the Ordnance boxes, their number and the places where they are to be found

St CHARLES
VILLAGE
Charles River
Road
Ship yard
HARE
POINT
Ashland Lathers Shop
Ashland

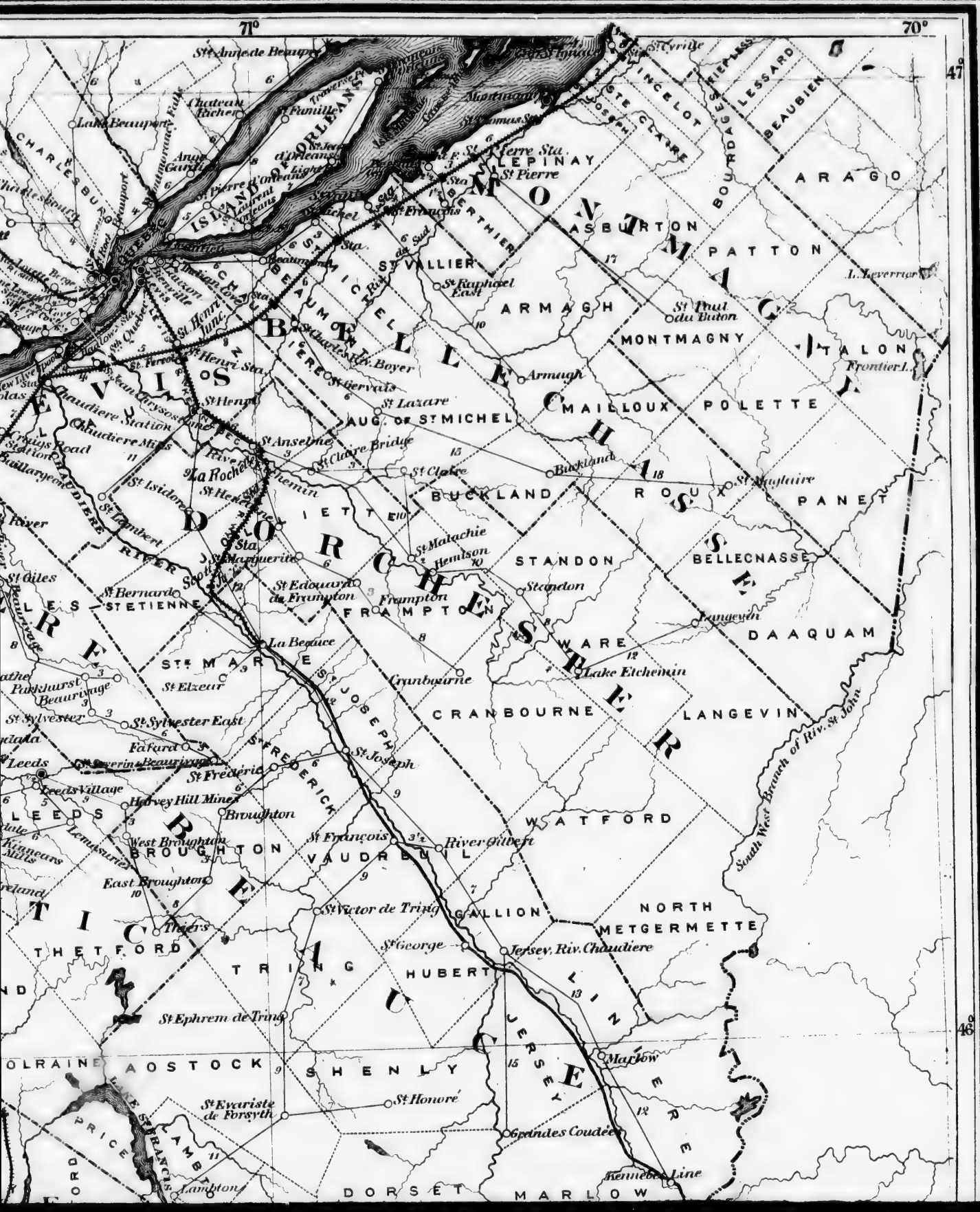

HARE POINT
ST CHARLES VILLAGE
RIVER ST CHARLES
ST ROCH'S WARD
CARTIER WARD
BOISSEAUVILLE
ST JOHN WARD
ORDNANCE
ORDNANCE
MONTCALM WARD
RICHMOND SQUARE
CITADEL
ORDNANCE PROPERTY
SEMINARY PROPERTY
PLAINS OF ABRAHAM
CHAMPLAIN
RIVER ST L
St Foye Road
Cap Rouge Road
Water Works Road
Lorette Road
Queens Fuel Yard
Cathedral Cemetery
TOWER
CITY LIMITS

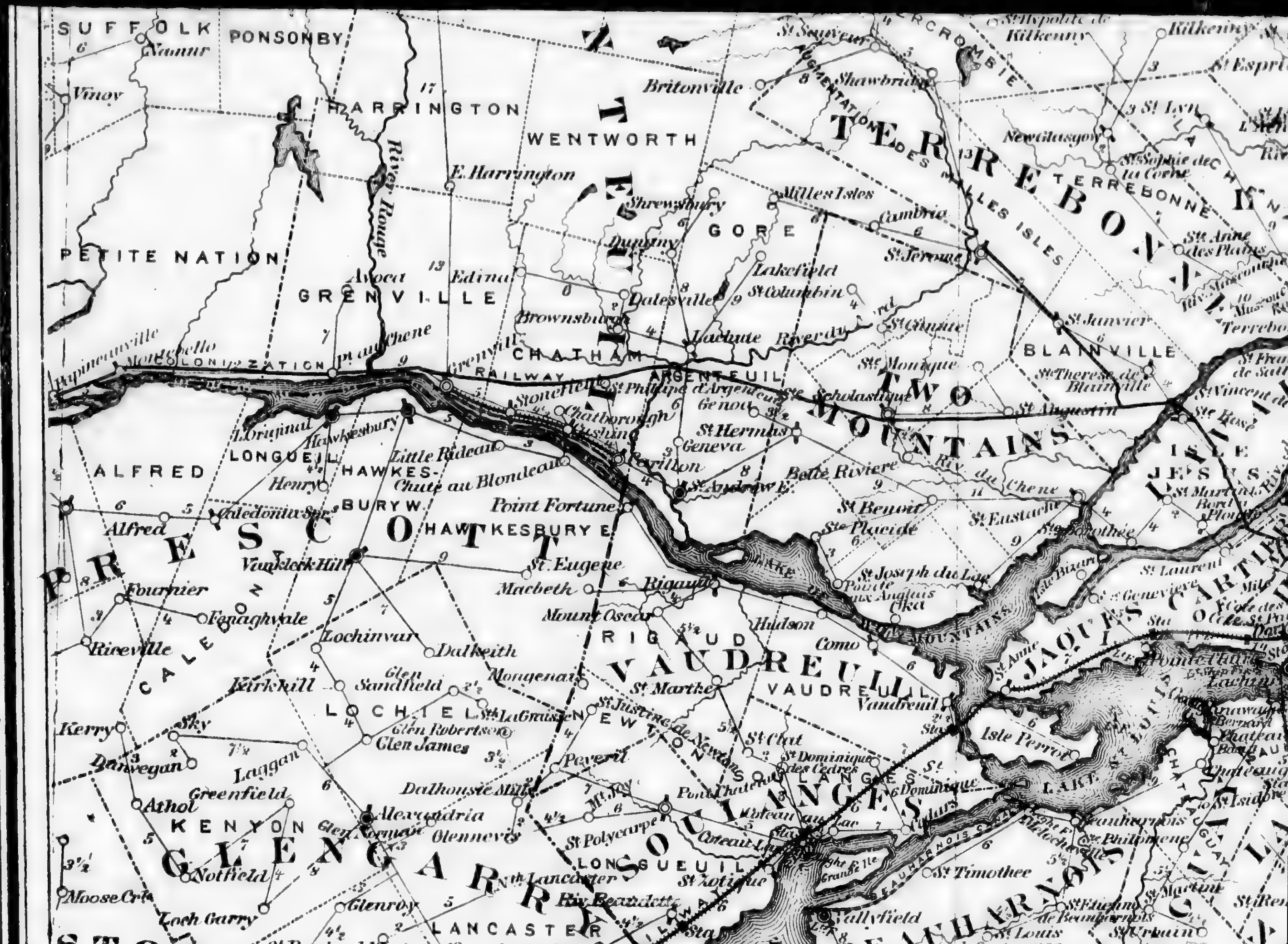

75°
74°
47°
46°
JOLLIETTE
MONTMORENCY
KAMOURASKA
L. Gregoire
L. St Servius
L. Obompsaurn
St Xenin
L. Crépeau
TRACY
LAKE NOMINGUE
River Rouge
L. de la Montagne Tremblante
TLUSSIER
CARTIER
L. Ouareau
ARCHAMBAULT
CHILTON
CATHCART
St Emélie de
St Come
St Alphonse
CLYDE
DE LA BERRY
DONCASTER
CHERTSEY
Chantelle
St Theodore de Chertsey
L. des Isles
BERESFORD
Beresford
ADDINGTON
AMHERST
WEXFORD
Beau Lac
Lac Masson
Mount Loyal
ARUNDEL
MONTCALM
MORIN
Morin
St Adele
HOWARD
ABERCROMBIE
KILKENNY
St Hypolite de Kilkenny
Kilkenny
Ste Julienne
SUFFOLK
Nanur
PONSONBY
Vinoy
St Souvenir
Chawbridge
Britonville
HARRINGTON
WENTWORTH
New Glasgow
St Lyn
Island

74°
73° Longitude West from Greenwich
MEKINAK
CHAVIGNY
MOUN
GRONDINE
Batiscan River
St Tite
St Ubalde
St Stanisl
Matawin
Island River
St Michel de Saint
L. Caribou
L. St Servius
St Zenin
BELLEAU
St Flore
CAXTON
SHAWENEGAN
Shawenegan
St Narcisse
Vincennes
Valmont
COURCELLES
DECALONNES
St Etienne
Mont Etie
L. Crépeau
HUNTERSTOWN
Hunterstown
Riv. Machiche
St Etienne des Grès
St Maurice
GAUTHIER
PETERBOROUGH
TRACY
St Paulin
St Maurice Forges
DUMORTIER
Cap Magdelaine
CARTIER
JOLLIETTE
St Damien de Brandon
St Emélie de l'Energie
BRANDON
L. Maskinonge
LANAUDIERE
St Didace
St Gabriel de Brandon
St Léon
St Severe
Three Rivers
Pointe du Lac
MACHICHE
St Ursule
St Justin
Riv. du Loup (en haut)
BECANCOUR
St Grégoire
Sta.
CATHCART
DERAMSAY
MASKINONGE
St Jean de Matha
St Norbert
St Barthélemy
Nicolet
St Célestin
St Béatrix
St Alphonse
De Ramsay
St Cuthbert
BERTHIER
St Félix de Valois
LAKE ST PETER
Ste Monique
St Wenceslas
CHERTSEY
Chantelle
Daillebout
Radstock
Kildare
Berthier (en haut)
La Baie
BAIE ST ANTOINE
St Perpétu
St Théodore de Cherisey
St Elizabeth
LANORAYE
Pierreville Mills
Beau Lac
Chatillon
Mount Royal
Rawdon
Jolliette
ST. FRANCOIS
Pierreville
St Zephirin
COURVAL
Montcalm
St Thomas
Sorel
St Ligouri
St Paul de Industrie
YAMASKA
Yamaska
KILKENNY
St Julienne
St Jacques
SOREL
St Robert
Riv. aux Vaches
WENDOVER
St Hypolite de Kilkenny
Kilkenny
St Alexis
St Victoire
St Bonaventure
St Esprit
RICHELIEU
St Amie
St Pierre
UPTON
Drummondville
L'Epiphanie
Lavaltrie
St Ours
St Guillaume de Grantham
St Lyn
Ruisseau des Chênes
New Glasgow
L'Assomption
Contrecœur
DRUMMONDVILLE
BRANTHAM

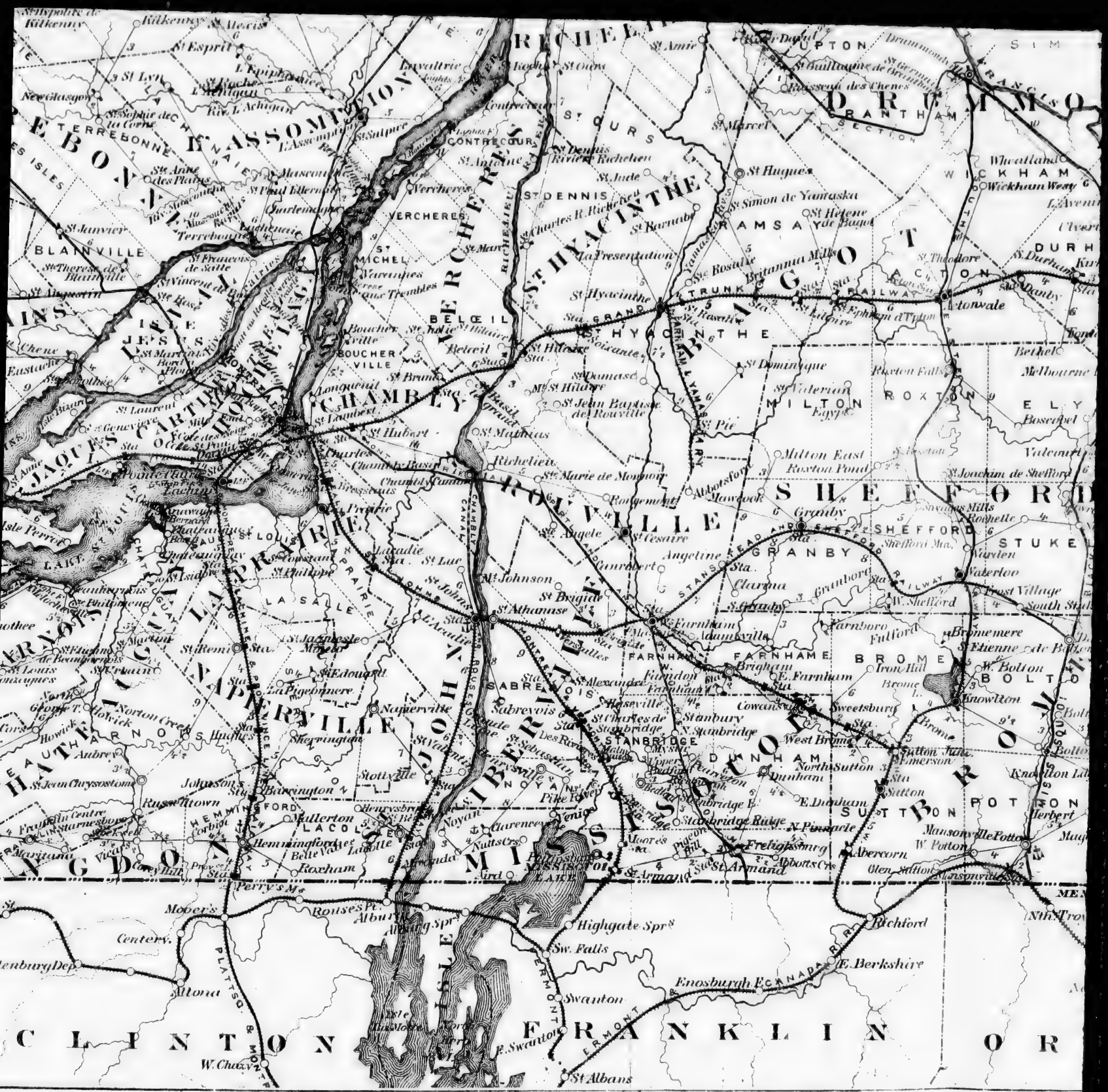


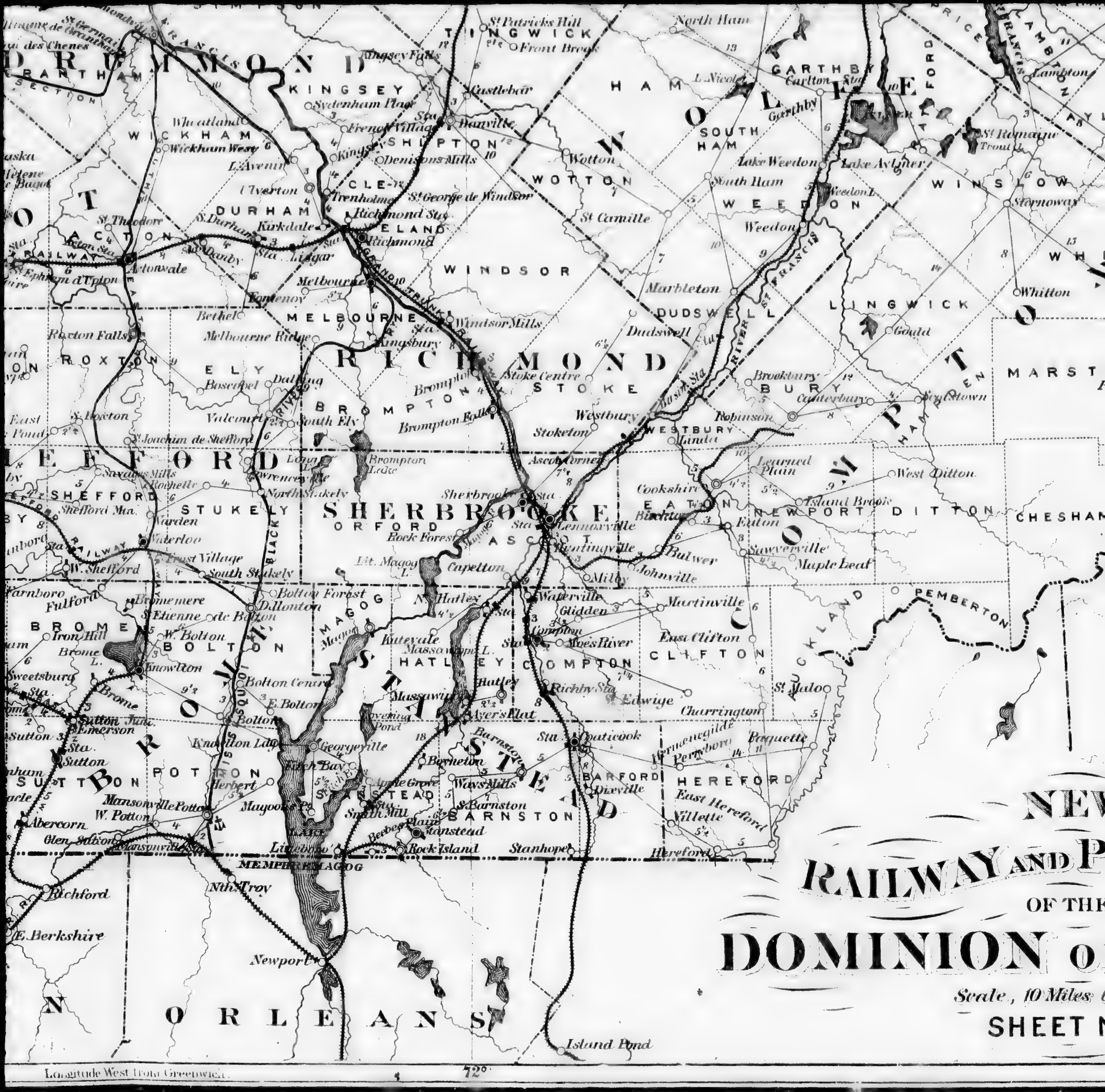
72°
GOSFORD
Valcartier
COLBERT
St Raymond
CHAVIGNY
MOUNTAUBIN
BOURG LOUIS
Bourg Louis
L. St Charles
CHARLESBOURG
Charlesbourg
Lake Beauport
St Catherine
Jacques Cartier River
QUEBEC
ALTON
St Alban
St Basil
GRONDINE WEST
GRONDINE EAST
PORTNEUF
St Tite
St Ubalde
St Cassimer
Pont Rouge
St Augustin
Pointe aux Trembles
Portneuf
Les Ecureuils
Deschambault
St Stanislaus
St Prosper
St Anne de la Parade
Grondines
STE MARIE
Lotbiniere
Leclercville
Riv. Bois Claire
St Jean des Chaillons
ST JEAN DES CHALLONS
St Narcisse
CHAMPLAIN
Vincennes
Valmont
Batiscan
St Maurice
Champlain
Cap Magdelaine
Three Rivers
LOTBINIERE
St Flavien
Methot's Mills
St Antoine
TILLY
GASPE
DES PLAINES
BONSECOURS
St Croix
St Nicholas
New Liverpool
Chaudiere Station
Chaudiere Mills
Craigs Road Station
Baillargeon
Black River
St Giles
St Lambert
St Isidore
St Bernard
ST ETIENNE
LIVRARD
GENTILLY
Gentilly
Domaine de Gentilly
RIVER ST LAWRENCE
NELSON
Lyster
Lyster Sta.
St Agathe
Parkhurst
Beaurivage
St Sylvester
St Elzear
BECANCOUR
Becancour
St Gertrude
St Gregoire
MADDINGTON
Viger Mines
Blandford
Maddington
Nicolet
St Celestin
Becancour Sta.
SOMERSET
Ste Julie de Somerset
Bute
East Magdala
Glen Murray
Leeds
Leeds Village
LEEDS
Harvey Hill Mines
Glen Lloyd
INVERNESS
Inverness
Redesdale
Kinnears Mills
Irvine
West Broughton
BROUGHTON
St Pierre Baptiste
Somerset
STANFOLD
Stanfold
Adderley
Millville
Lower Ireland
East Broughton
Clapham
St Monique
St Wenceslas
Aston
ASHTON
NICOLET
BULSTRODE
Bulstrode Sta.
Bulstrode
Walkers Sta.
St Perpetue
St Leonard
La Baie
ST ANTOINE
Chatillion
St Zephirin
COURVAL
MEGANTIC
St Sophie
HALIFAX
Woodside
New Ireland
St Ferdinand
Maple Grove
IRELAND
THETFORD
Thetford
ARTHABASKA
Arthabaska Junc.
Arthabaskaville
East Chester
St Brigide des Saults
HORTON
Ste Clothilde
St Albert
WARWICK
CHESTER
Chester
Wolfstown
WOLFSTOWN
Sanborn
Garthby Sta
COLRAINE
AOSTON
St Ephrem
WENDOVER
St Bonaventure
Warwick East
SIMPSON
Drummondville
North Ham
PRICE
TINGWICK
St Patricks Hill
Front Brook
Kingsey Falls
GARTHBY
Lambton
St Germain de Grantham
LEVIS
BEAUCE

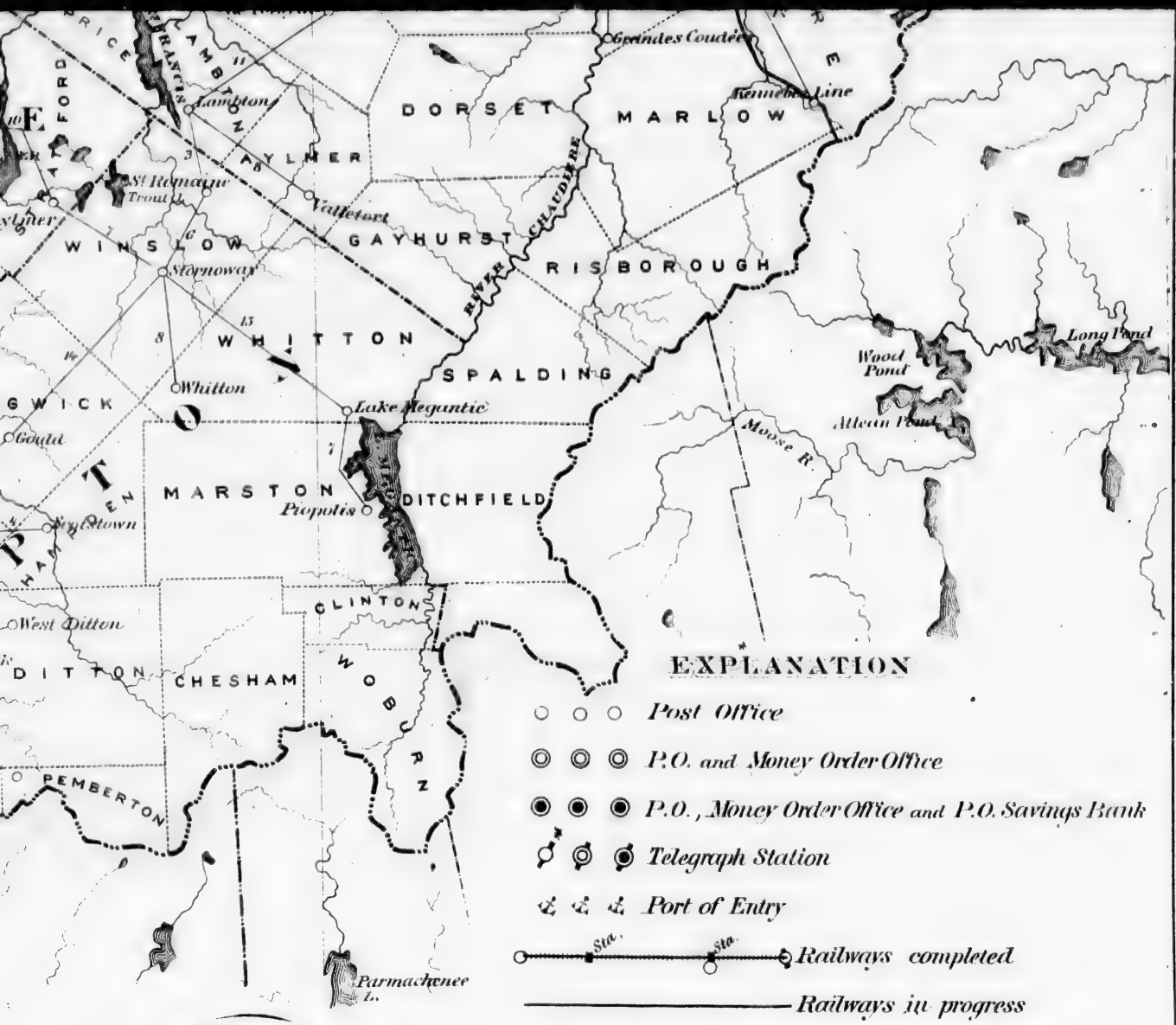

71°
70°
47°
46°
St Anne de Beaupré
Chateau Richer
Lake Beaupré
Montmagny
St Thomas Sta
St Pierre Sta
LEPINAY
St Pierre
ISLAND OF ORLEANS
CHARLEBOURG
ST VALLIER
St Raphael East
ARMAGH
St Paul du Buton
MONTMAGNY
ASBURTON
PATTON
ARAGO
BOURGEOYS
LESSARD
BEAUBIEN
L. Leverrier
TALON
Frontier L.
Armagh
MAILLOUX
POLETTE
AUG. OF ST MICHEL
St Lazare
St Henri Sta
St Henri
St Anselme
St Claire Bridge
St Claire
Buckland
BUCKLAND
ROUX
St Magloire
PANET
La Rochelle
St Isidore
St Lambert
St Malachie
Hemlson
STANDON
BELLECHASSE
Standon
St Edouard de Frampton
Frampton
FRAMPTON
Langevin
DAAQUAM
St Giles
St Bernard
ST ETIENNE
La Beauce
Lake Etchemin
Granbourne
CRANBOURNE
LANGEVIN
St Elzear
St Sylvester
St Sylvester East
Fafard
St Frederic
St Joseph
Leeds
Leeds Village
Harvey Hill Mines
Broughton
West Broughton
BROUGHTON
St François
River Gilbert
WATFORD
VAUDREUIL
East Broughton
St Victor de Tring
GALLION
NORTH METGERMETTE
Thetford
THETFORD
St George
Jersey, Riv. Chaudière
TRING
HUBERT
St Ephrem de Tring
Marlow
AOSTOCK
SHENLY
St Evariste de Forsyth
St Honoré
Grandes Coudées
Kennebec Line
Lambton
DORSET
MARLOW
South West Branch of Riv. St John



SUFFOLK
PONSONBY
HARRINGTON
WENTWORTH
TERREBONNE
GORE
PETITE NATION
GRENVILLE
CHATHAM
BLAINVILLE
TWO MOUNTAINS
ALFRED
LONGUEIL
HAWKESBURY W.
HAWKESBURY E.
PRESCOTT
CALEDONIA
RIGAUD
VAUDREUIL
LOCHIEL
KENYON
GLENGARRY
SOULANGES
LANCASTER
BEAUHARNOIS
CHARLOTTENBURGH
CORNWALL
GODMANCHESTER
HINCHINBROOK
HAVELOCK
ELGIN
HUNTINGDON
CHATEAUGUAY
STORMONT
CLINTON
Lake St. Francis
Lake St. Louis
Isle Jesus
Isle Perrot
Grand Trunk Railway
Ogdensb. & Lake Champlain R.R.
Salmon River
River Rouge
Vankleek Hill
Alexandria
Lachute
St. Andrews
Hudson
Cornwall
Dundee
Malone
Brush's Mills
Burke Holl
Chateaugay
Ellenburg Dep.
Huntingdon
Ormstown
Vallyfield
Coteau Landing
St. Jerome
St. Eustache
Lancaster
Williamstown
Martintown
45°
74°


TERREBONNE
L'ASSOMPTION
DRUMMOND
CONTRECOEUR
VERCHERES
ST DENIS
ST HYACINTHE
BLAINVILLE
ST MICHEL
BELOEIL
BOUCHERVILLE
ISLE JESUS
CHAMBLY
ROUVILLE
SHEFFORD
GRANBY
STUKE
ACTON
DURHAM
WICKHAM
MILTON
ROXTON
ELY
JACQUES CARTIER
LAPRAIRIE
NAPERVILLE
JOHNSTON
SIMPSON
BROME
SUTTON
POTTON
HATLEY
STANBRIDGE
DUNHAM
FARNHAM
SABREVOIS
LACOLLE
HEMMINGFORD
ST ARMAND
MISSISQUOI
ISLE LA MOTTE
ST ALBANS
FRANKLIN
CLINTON
Longitude West from Greenwich
73°


NEW
RAILWAY AND P
OF THE
DOMINION O
Scale, 10 Miles
SHEET N
DRUMMOND
RICHMOND
SHERBROOKE
STANSTEAD
BROME
SHEFFORD
COMPTON
WOLFE
ORLEANS
GRANTHAM
KINGSEY
WICKHAM
DURHAM
ACTON
SHIPTON
WINDSOR
MELBOURNE
ROXTON
ELY
BROMPTON
STOKE
WOTTON
HAM
SOUTH HAM
GARTHBY
WEEDON
DUDSWELL
WESTBURY
ASCOT
ORFORD
STUKELY
MAGOG
BOLTON
POTTON
SUTTON
HATLEY
BARNSTON
BARFORD
HEREFORD
CLIFTON
EATON
NEWPORT
BURY
LINGWICK
WINSLOW
DITTON
CHESHAM
MARSTON
AUCKLAND
PEMBERTON
GRAND TRUNK RAILWAY
RIVER ST FRANCIS
BLACK RIVER
MISSISQUOI R.
LAKE MEMPHREMAGOG
Sherbrooke
Lennoxville
Richmond
Danville
Actonvale
Waterloo
Knowlton
Magog
Stanstead
Coaticook
Compton
Cookshire
Newport
Richford
E. Berkshire
Nth. Troy
Island Pond
Longitude West from Greenwich
72°

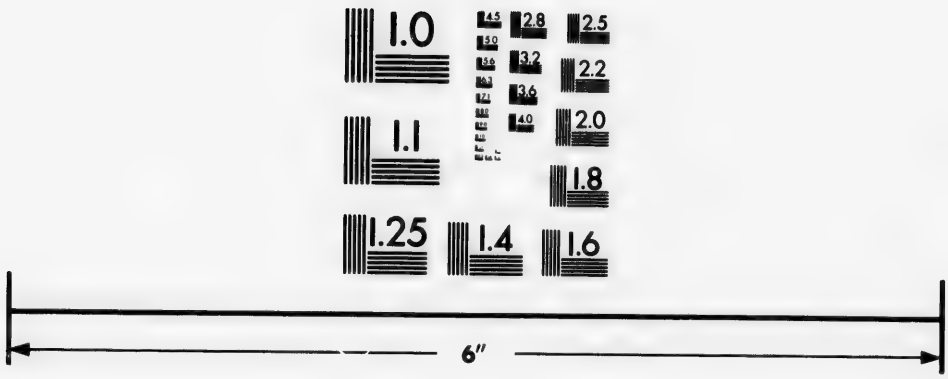


NEW RAILWAY AND POSTAL MAP OF THE UNION OF CANADA

Scale, 10 Miles to one inch.

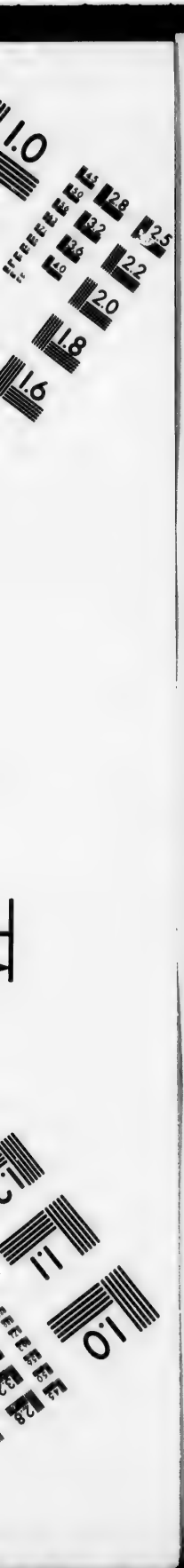
SHEET No. 7.

IMAGE EVALUATION
TEST TARGET (MT-3)



Photographic
Sciences
Corporation

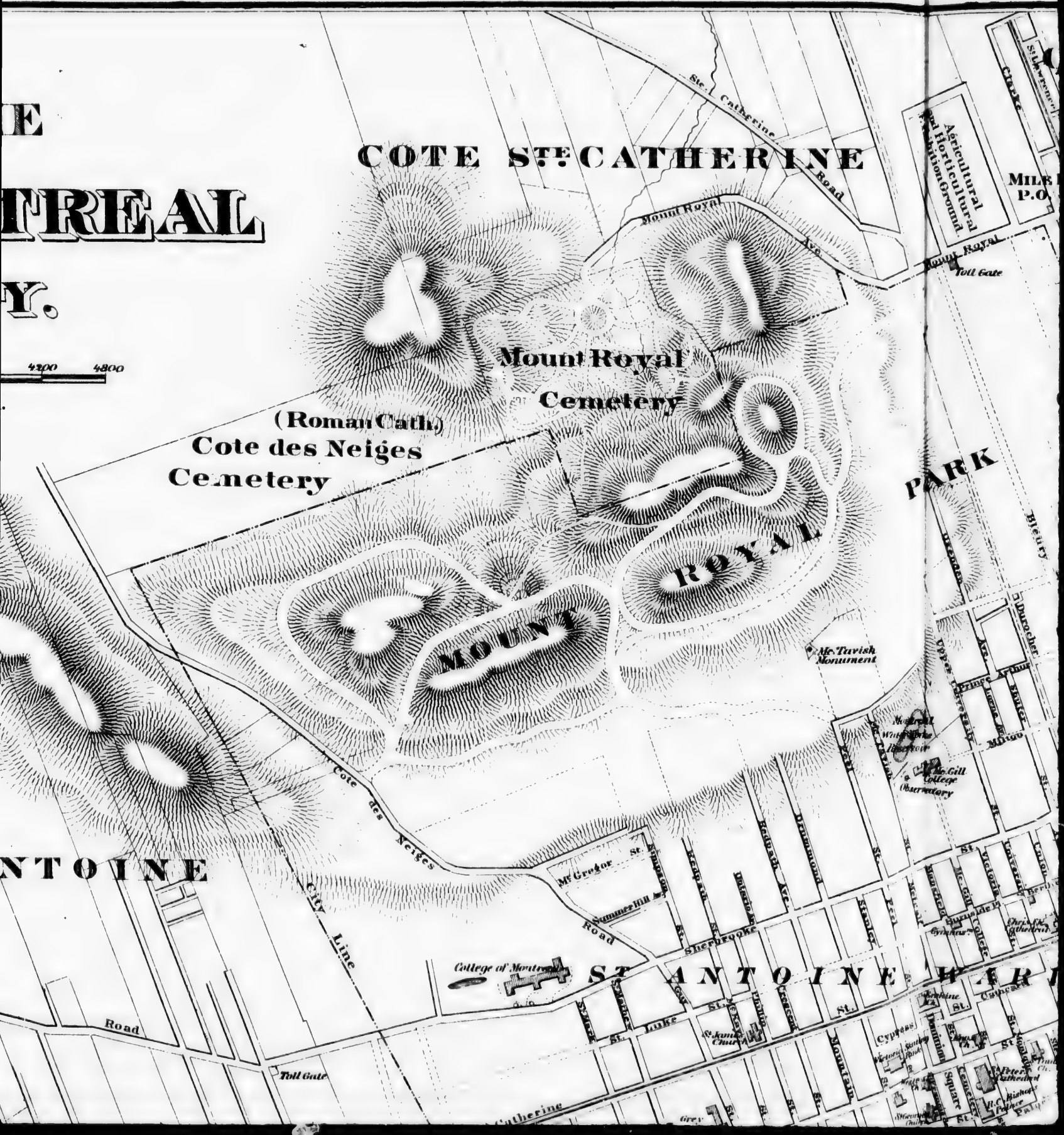
23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503

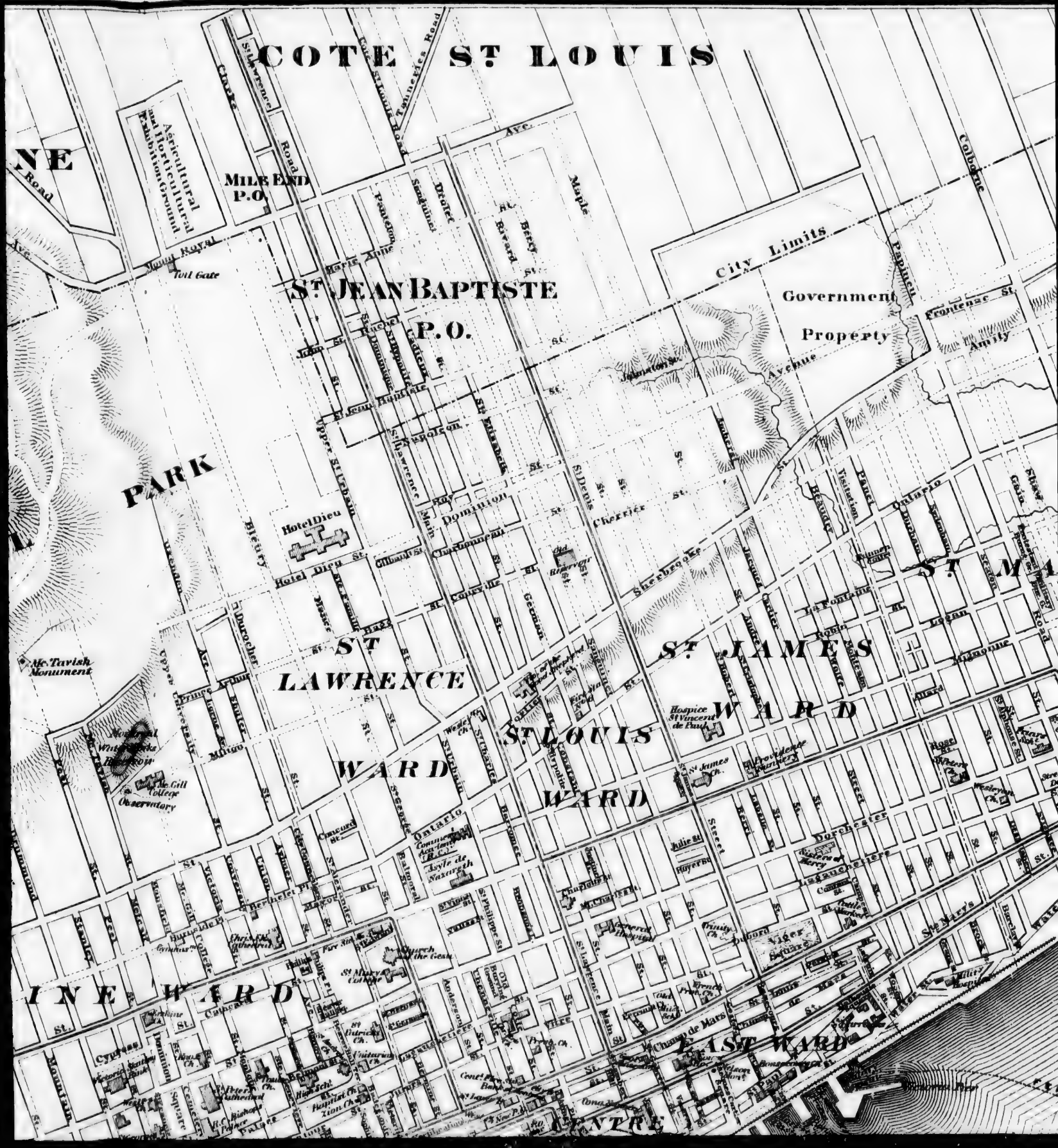

1.0
2.8
3.2
3.6
2.5
2.2
2.0
1.8
1.6
1.1
1.0

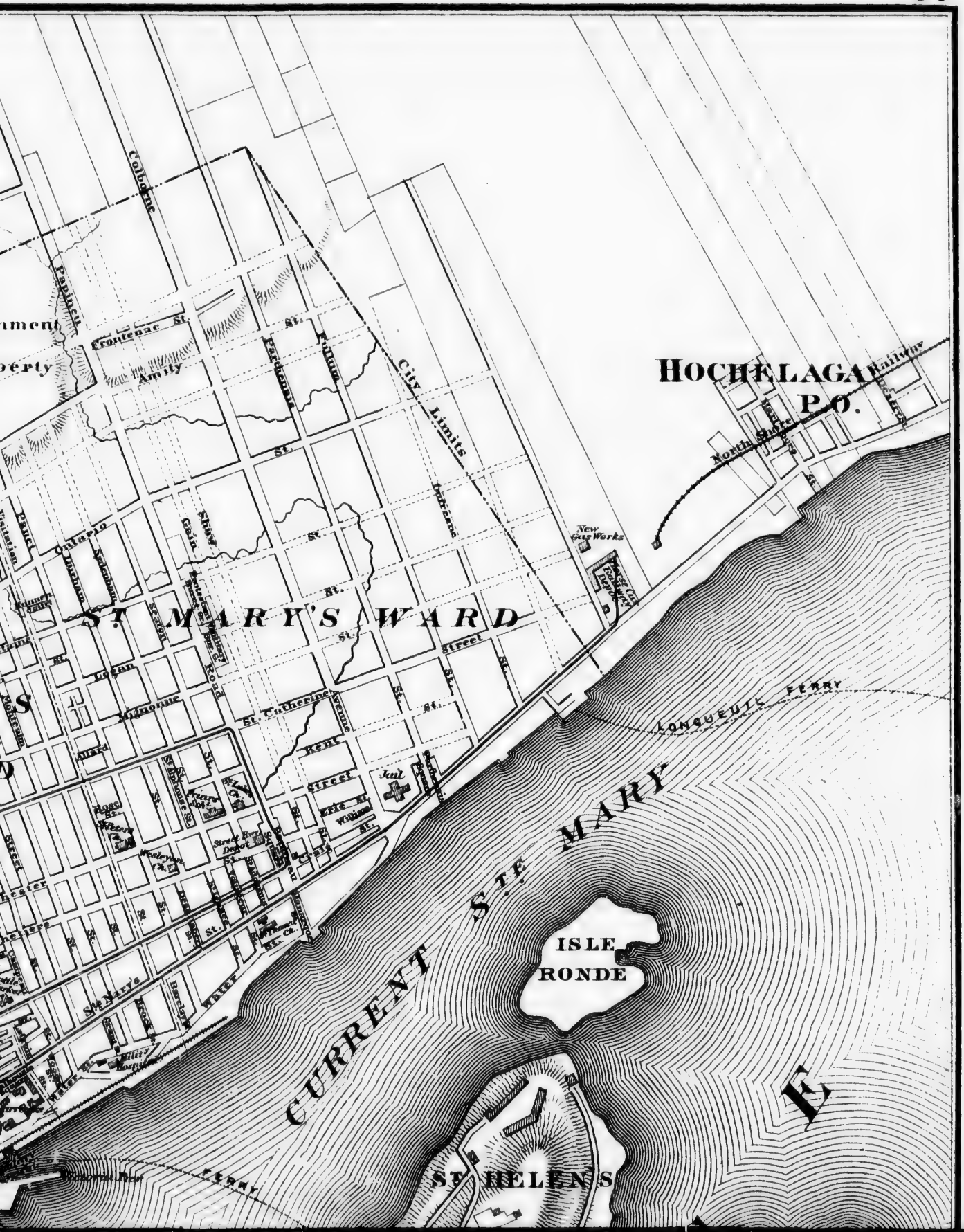
MAP OF THE CITY OF MONTREAL AND VICINITY.

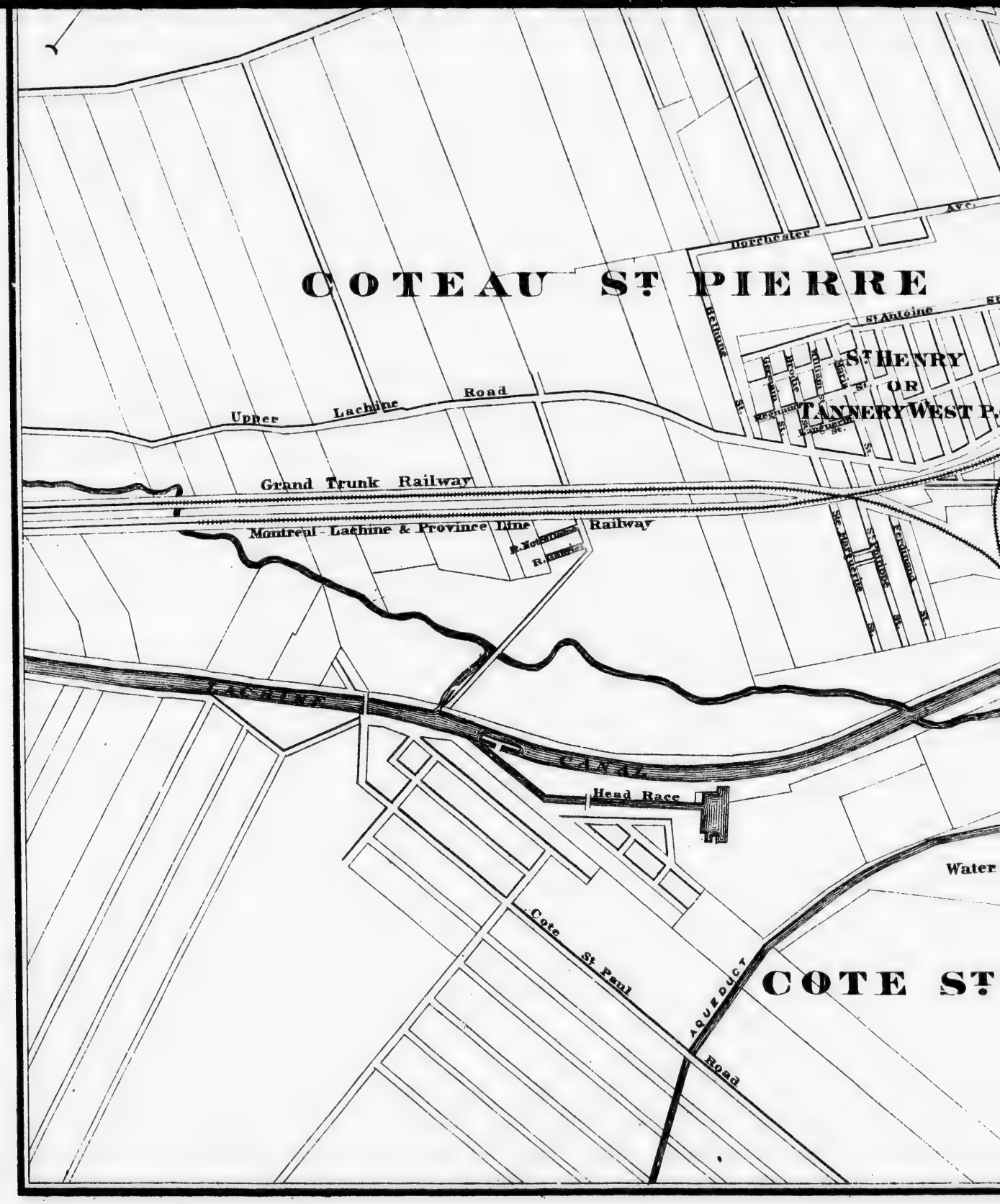
0 300 600 1200 1800 2400 3000 3600 4200 4800

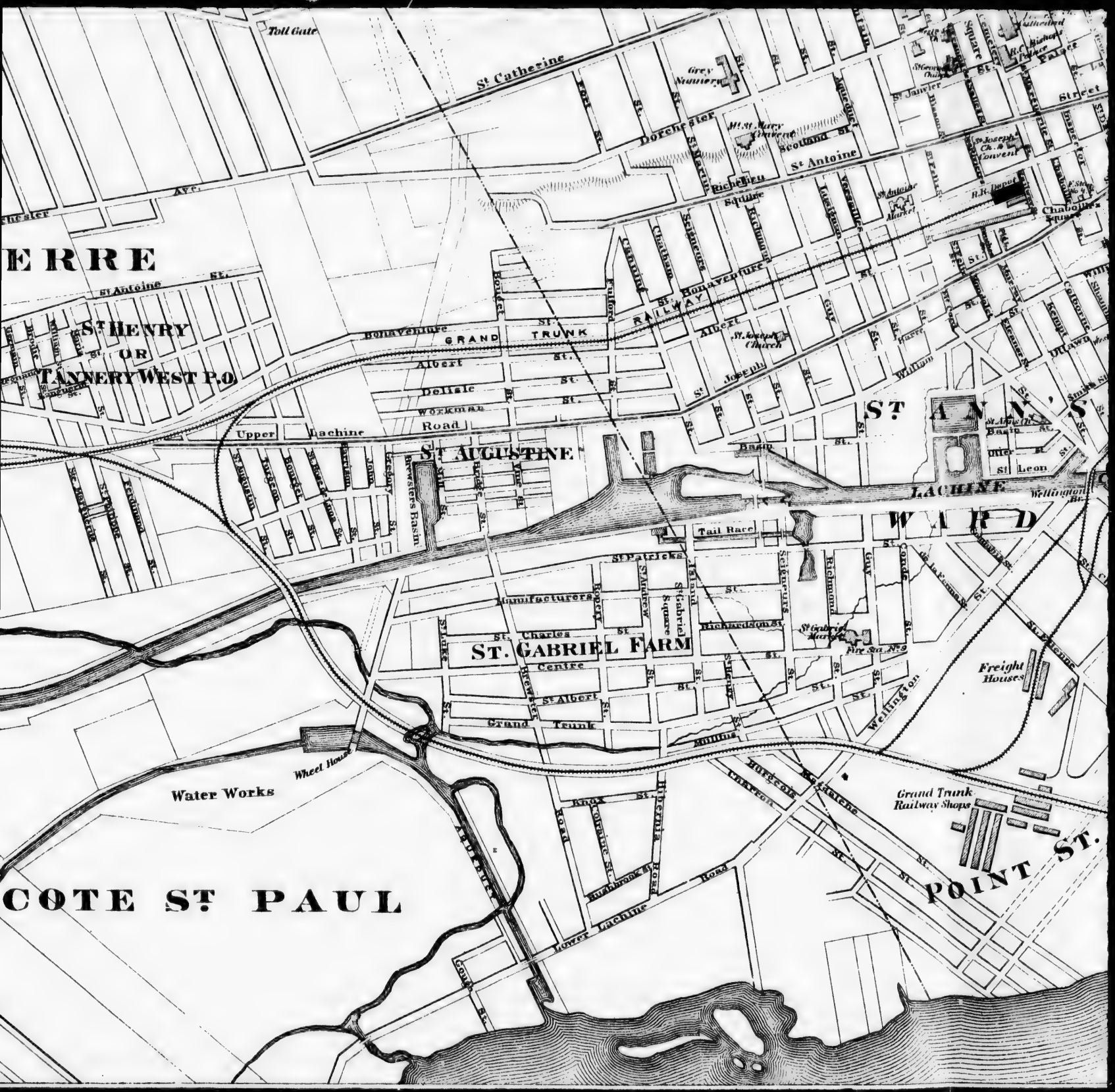
Scale 1200 Feet to the inch.

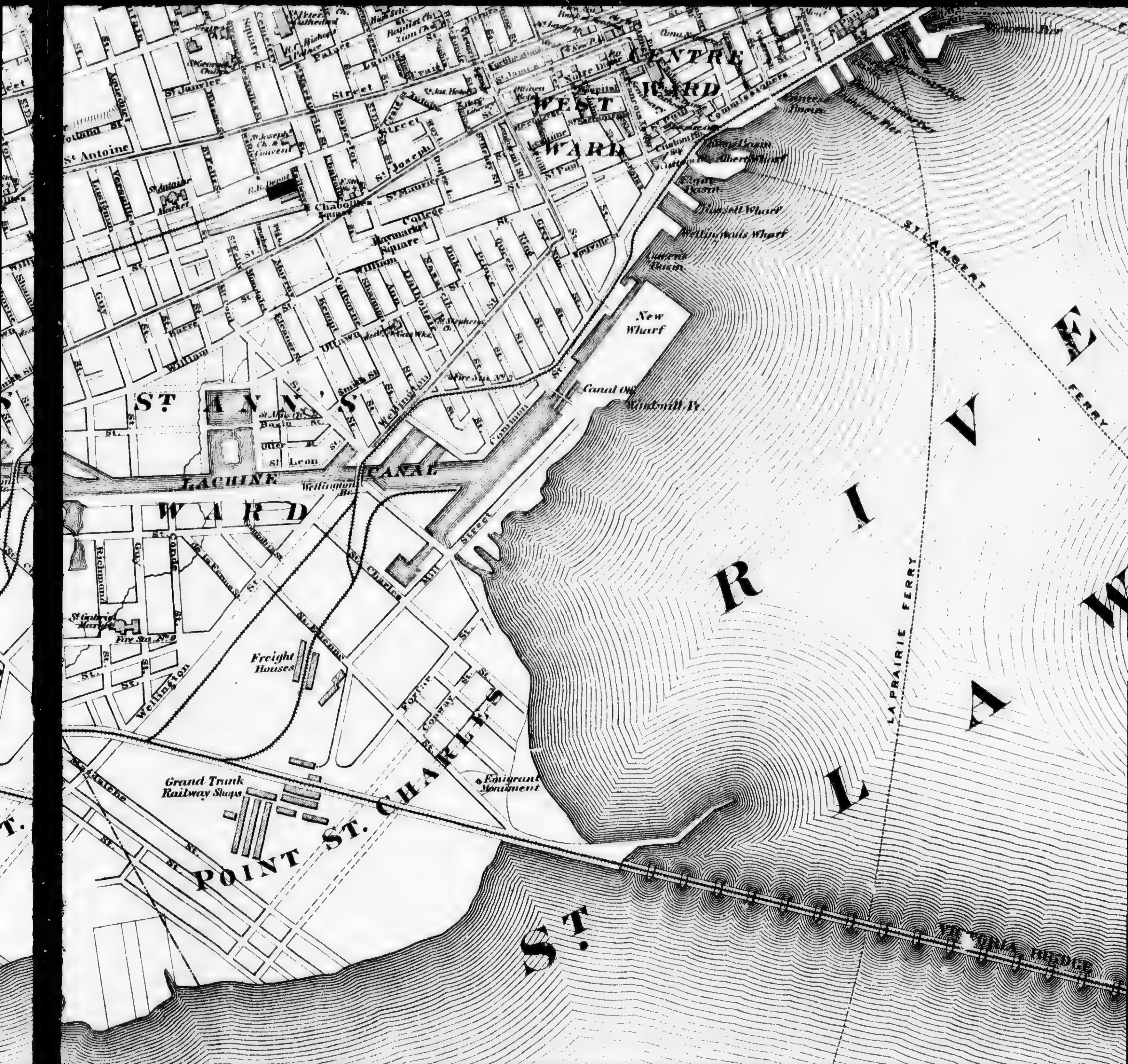

E
TREAL
Y.
4200
4800
COTE STe CATHERINE
Ste. Catherine Road
Agricultural and Horticultural Exhibition Ground
Mount Royal Ave
Mount Royal
Toll Gate
Mount Royal Cemetery
(Roman Cath.)
Cote des Neiges Cemetery
PARK
ROYAL
MOUNT
Mc Tavish Monument
Mc Gill College Observatory
Cote des Neiges
City Line
Mc Gregor St
Summer Hill
Road
Redpath Ave
Drummond
Sherbrooke
College of Montreal
ST ANTOINE
Luke
Road
Toll Gate
Cathering
Grey
Cypress
Square
Cemetery
Montreal
Bleury
Dorchester
Ave
Upper Lorne
Prince Arthur
Mount
Victoria
Stanley
Peter Cathedral
St Michael's Church


COTE ST LOUIS
MILE END P.O.
Agricultural and Horticultural Exhibition Ground
Mount Royal
Toll Gate
City Limits
Government Property
Avenue
ST JEAN BAPTISTE P.O.
PARK
Hotel Dieu
Hotel Dieu St
Dominion
Main
Bleury
Upper St Urbain
Durocher
McTavish Monument
ST LAWRENCE WARD
ST LOUIS WARD
ST JAMES WARD
McGill College Observatory
Hospice St Vincent de Paul
Asylum de Nazareth
Dorchester
Place d'Armes
Champ de Mars
EAST WARD
CENTRE
Colborne
Papineau
Frontenac St
Amity
Ontario
Sherbrooke
Lagauchetiere
Notre Dame
Mountain
Cypress
Place Jacques Cartier
Place Viger
Place Viger Square
Ste Marie
Ste Marie Hospital
Ste Marie Road
Lagauchetiere
Dorchester
Notre Dame
Mountain
Cypress
Place Jacques Cartier
Place Viger
Place Viger Square
Ste Marie
Ste Marie Hospital
Ste Marie Road

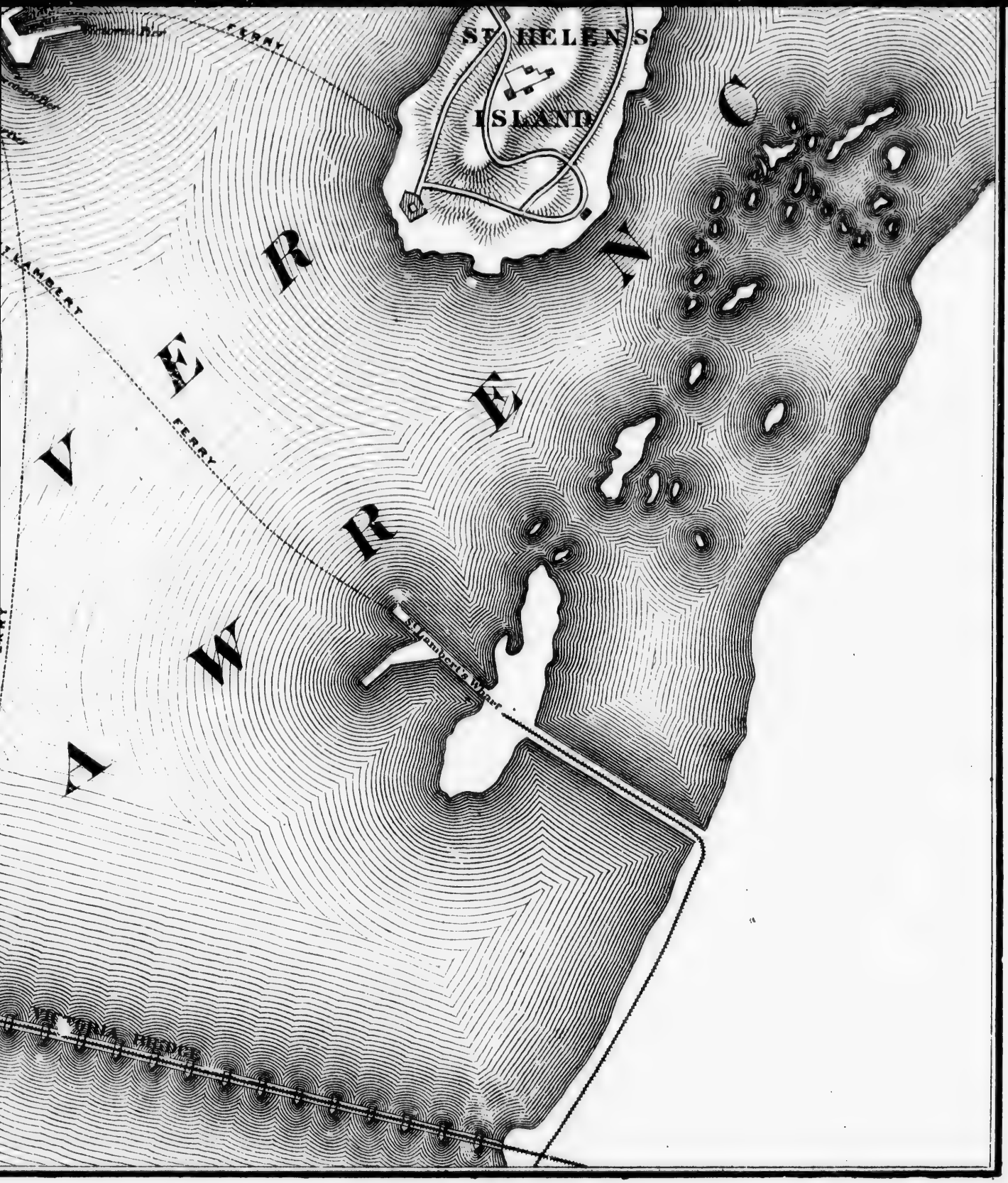

HOCHELAGA
P.O.
ST MARY'S WARD
CURRENT
ST MARY
ISLE
RONDE
ST HELENS
LONGUEUIL FERRY
City Limits
Colborne
Papineau
Frontenac St.
Amity
Parthenais
Fullum
Lacroix
Ontario
Panet
Visitation
Dorchester
Logan
Mignonne
Allard
St. Catherine Avenue
Kent
Street
Jail
Erie St.
Water
Barclay
Brock
St Mary's
Hogan
Wellington
Street Ry Depot
Gas Works
New Gas Works
Passenger Car Repository
Grain
Shaw
Lagauchetiere
Dorchester Road
Ferry

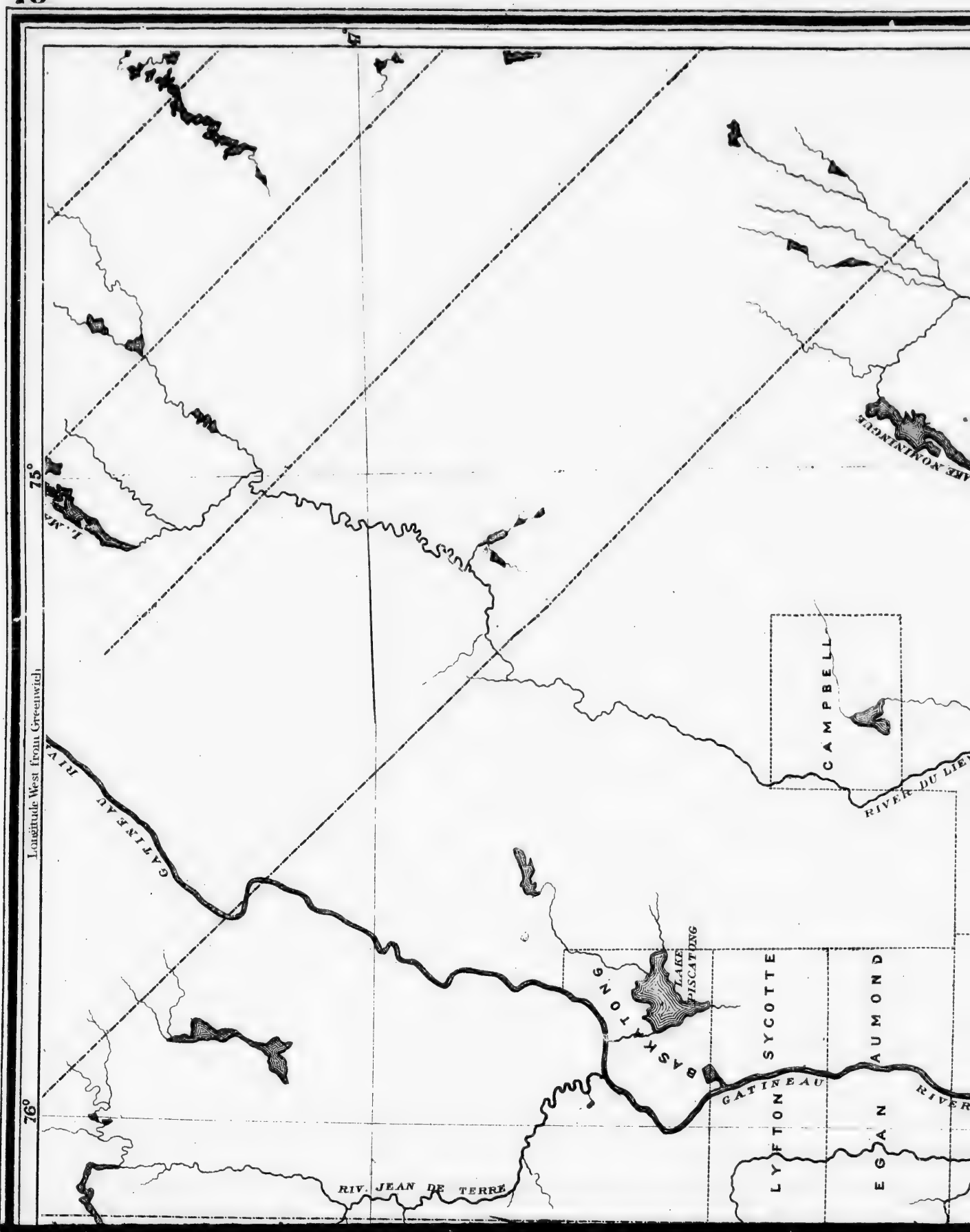

COTEAU ST PIERRE
Dorchester
Ave.
St Antoine
St Henry
or
Tannery West P.
Upper Lachine Road
Grand Trunk Railway
Montreal - Lachine & Province Line Railway
Lachine
Canal
Head Race
Water
Cote St Paul
Aqueduct
Road
COTE ST

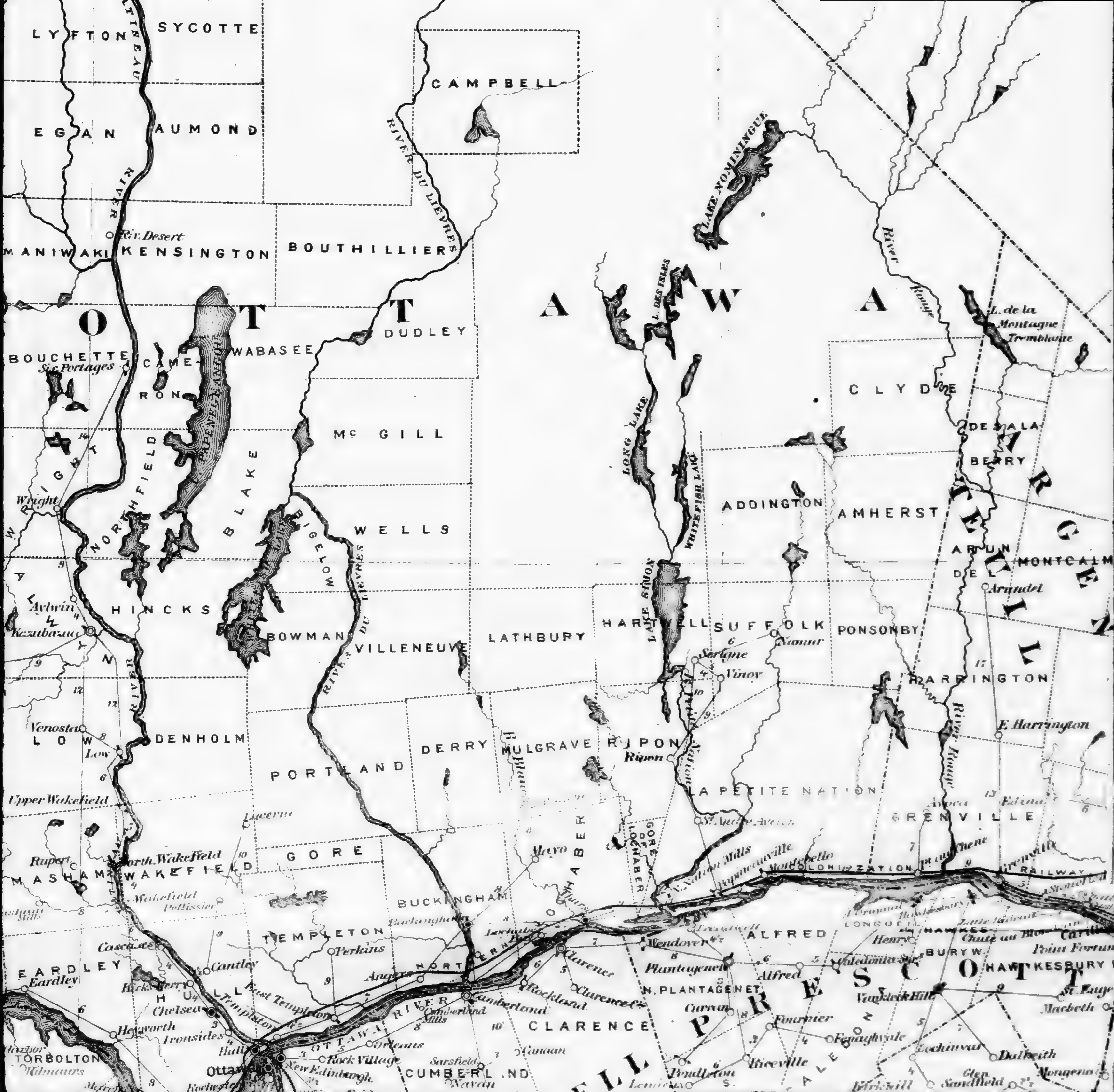

Toll Gate
St Catherine
Grey Nunnery
Dorchester
Scotland St
St Antoine
Richelieu Square
Chabollez's Spring
ERRE
St Antoine St.
St HENRY
OR
TANNERY WEST P.O.
Bonaventure
GRAND TRUNK RAILWAY
Albert St.
Dellale St.
Workman Road
Upper Lachine
St AUGUSTINE
St Joseph Church
St ANN'S
Basin
St Leon
LACHINE
WARD
Tail Race
Brewsters Basin
St Patricks
Manufacturers
St Charles
ST. GABRIEL FARM
Centre
St Albert
Grand Trunk
St Gabriel Market
Fire Sta No 9
Freight Houses
Wellington
Water Works
Wheel House
Grand Trunk Railway Shops
POINT ST.
COTE ST PAUL
Lower Lachine Road

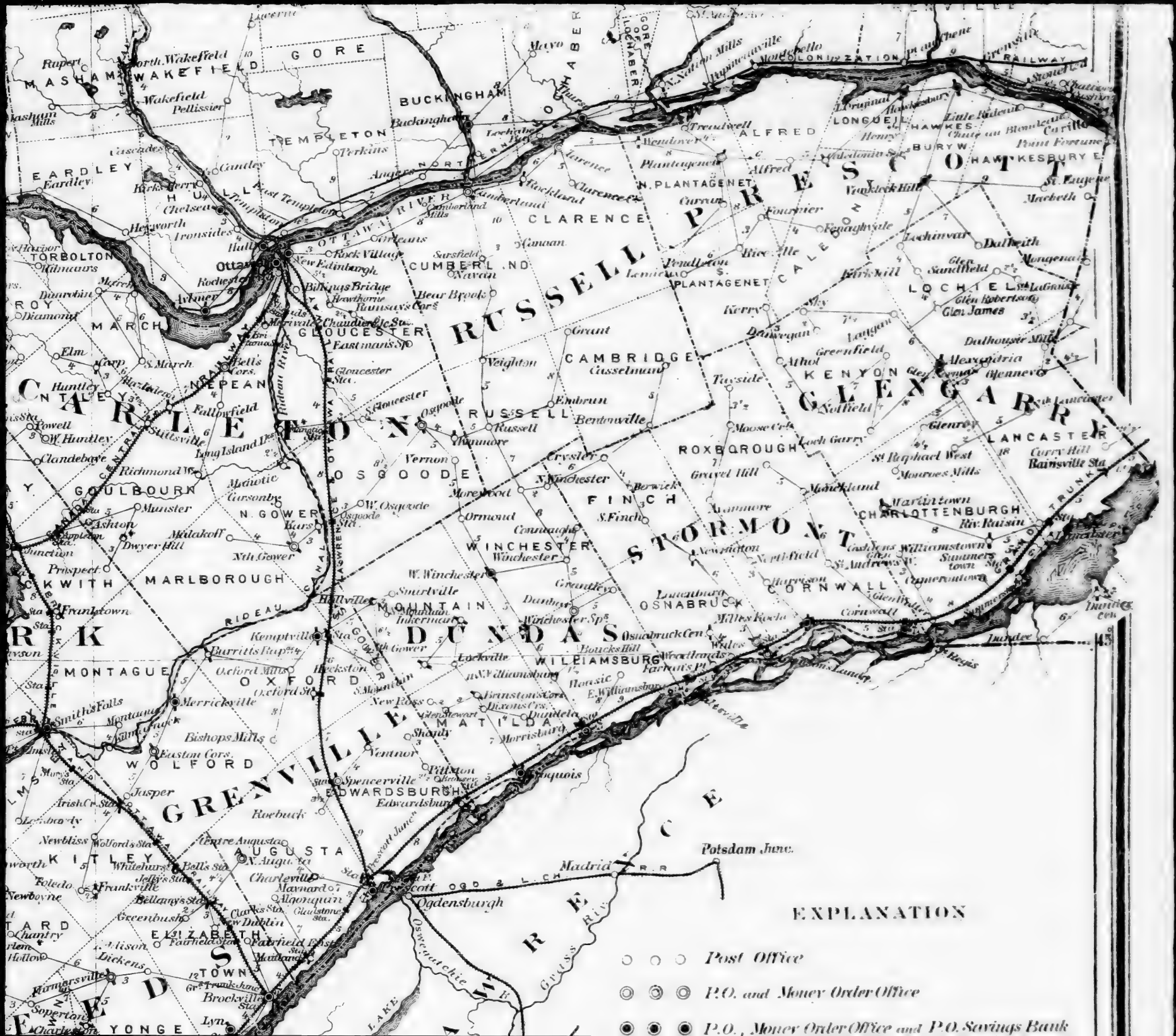


CENTRE WARD
WEST WARD
ST. ANN'S WARD
LACHINE CANAL
St. Antoine
Chaboillez Square
Haymarket Square
College
St. Maurice
St. Joseph
William
Ottawa
Wellington
Common
Albert Wharf
Elgin Basin
Russell Wharf
Wellington Wharf
New Wharf
Canal Off.
Windmill Pt.
Wellington Br.
Mill
Street
St. Charles
Freight Houses
Grand Trunk Railway Shops
Emigrant Monument
Conway
POINT ST. CHARLES
ST. LAWRENCE RIVER
ST. LAMBERT FERRY
LA PRAIRIE FERRY
VICTORIA BRIDGE
St. Gabriel Market
Fire Sta. No. 2
Richmond
Guy

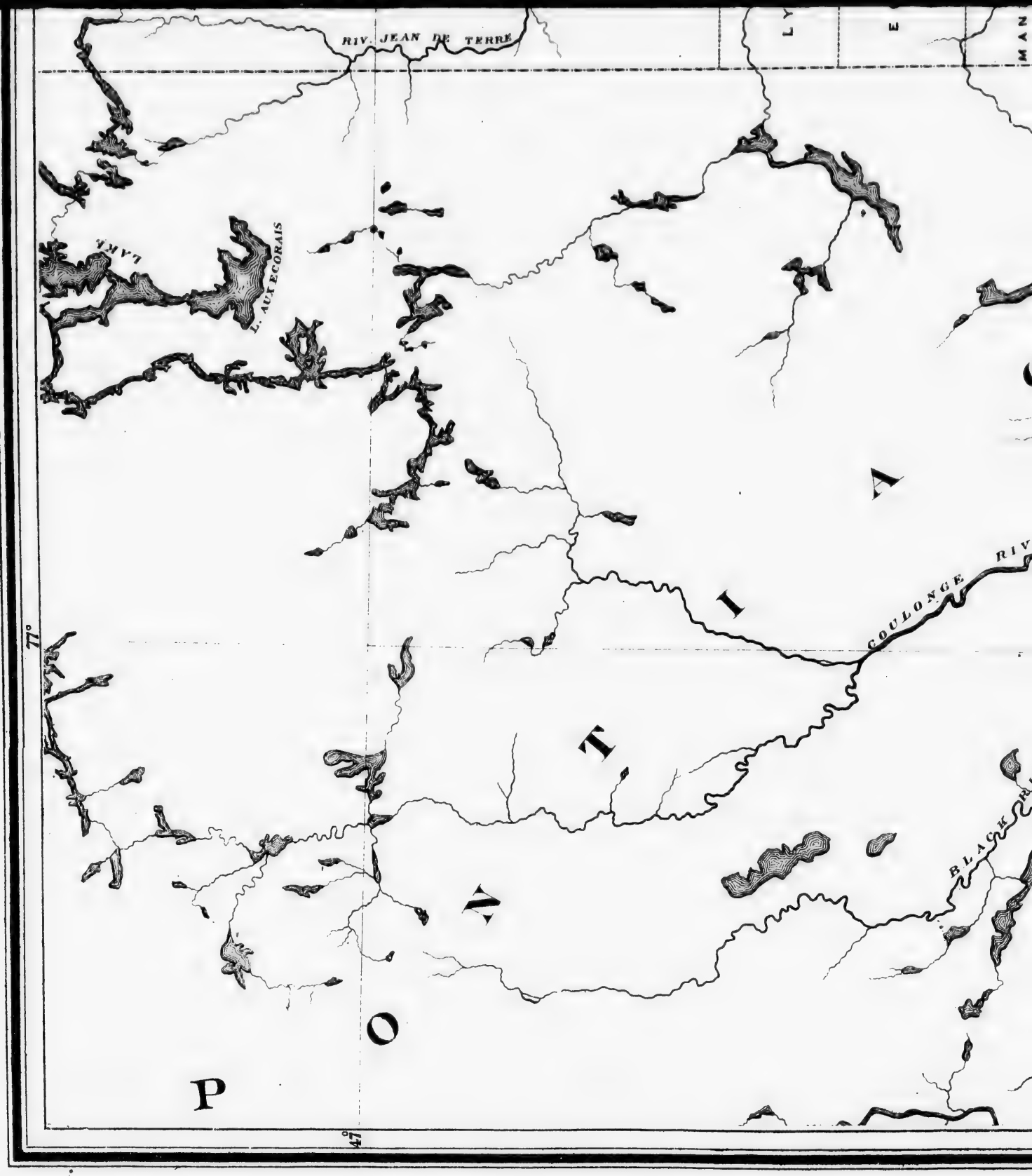

ST HELENS
ISLAND
FERRY
FERRY
St Lambert's Wharf
VICTORIA BRIDGE

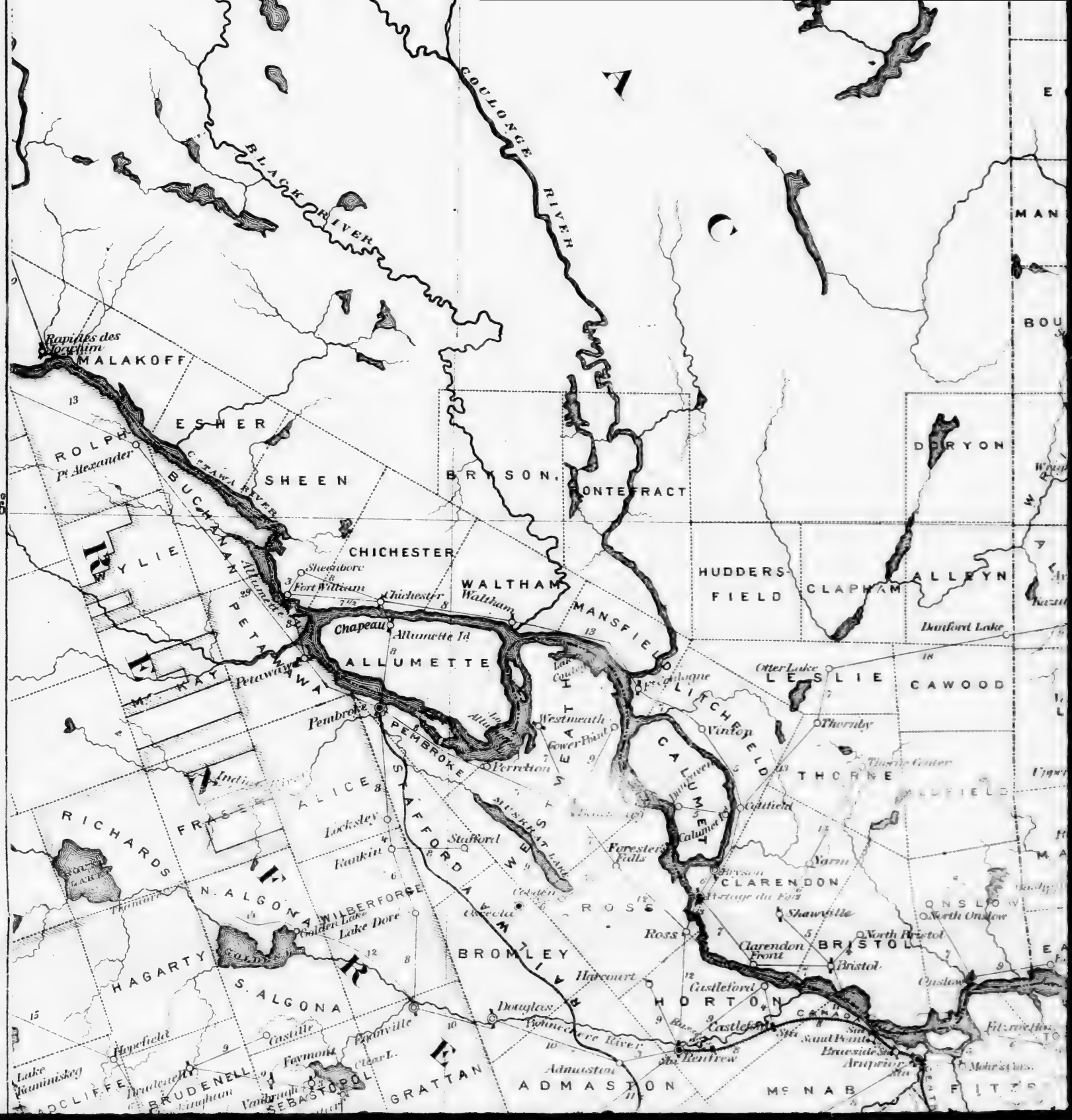

Longitude West from Greenwich
75°
76°
L. MAGANTIC
LAKE NOMININGUE
CAMPBELL
RIVER DU LIEVRE
GATINEAU RIVER
BASKATONG
LAKE PISCATING
SYCOTTE
AUMOND
GATINEAU
RIVER
LYTTON
EGAN
RIV. JEAN DE TERRE

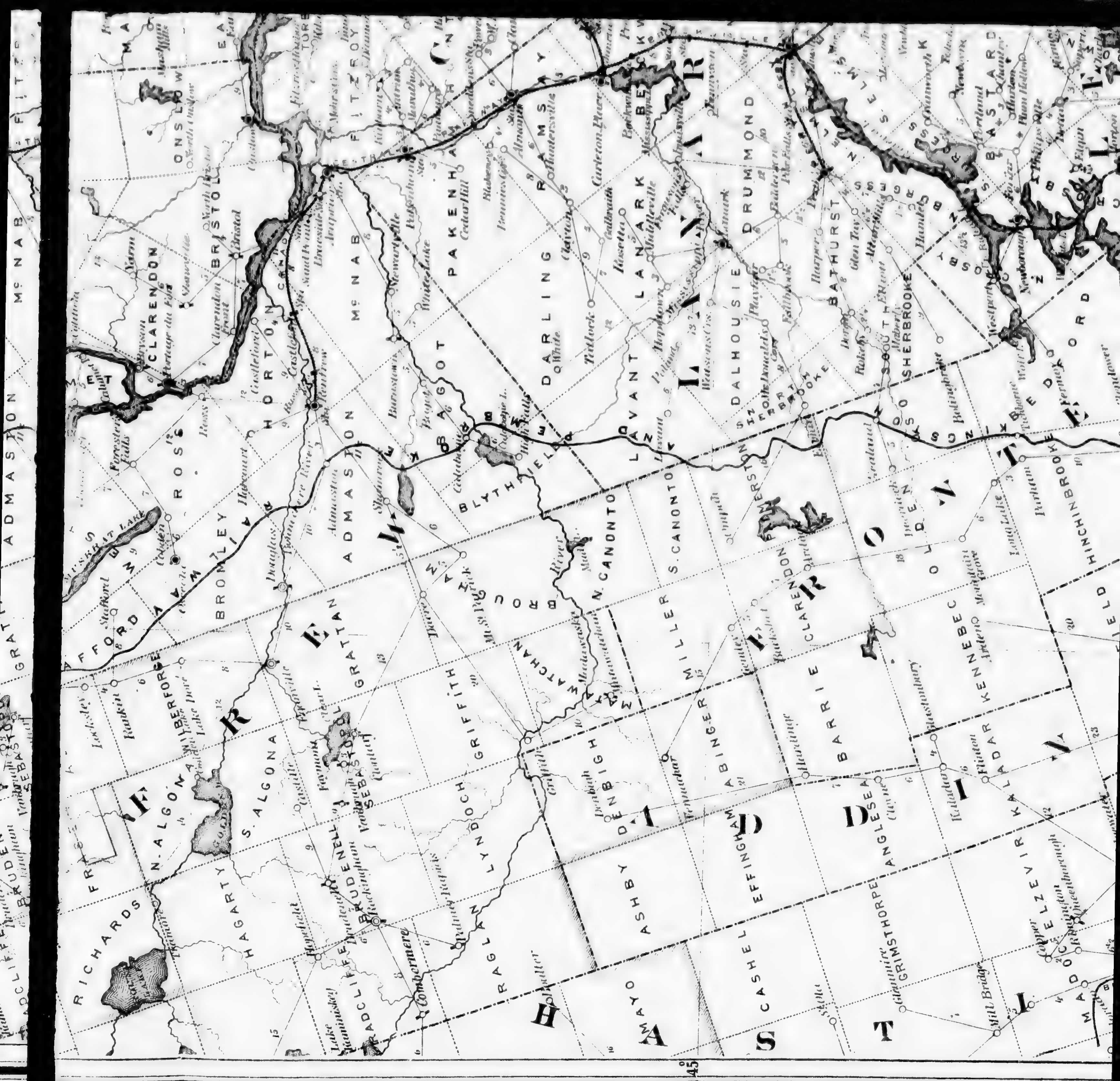

OTTAWA
ARGENTEUIL
PRESCOTT
LYFTON
SYCOTTE
EGAN
AUMOND
CAMPBELL
RIVER DU LIEVRES
MANIWAKI
KENSINGTON
BOUTHILLIER
Riv. Desert
BOUCHETTE
Six Portages
CAMERON
WABASEE
DUDLEY
Mc GILL
WELLS
BLAKE
NORTHFIELD
WRIGHT
Wright
HINCKS
BIGELOW
BOWMAN
VILLENEUVE
LATHBURY
HARTWELL
SUFFOLK
PONSONBY
ADDINGTON
AMHERST
CLYDE
DE SALABERRY
ARUNDEL
Arundel
MONTCALM
HARRINGTON
E. Harrington
LAKE NOMININGUE
L. DES ISLES
LONG LAKE
WHITEFISH LAKE
LAKE SIMON
L. de la Montagne Tremblante
River Rouge
Namur
Vinoy
Ripon
RIPON
MULGRAVE
DERRY
PORTLAND
DENHOLM
LOW
Low
Venosta
Aylwin
Kazubazua
Upper Wakefield
North Wakefield
WAKEFIELD
Wakefield
Pellissier
MASHAM
Rupert
GORE
Lucerne
TEMPLETON
Perkins
BUCKINGHAM
Buckingham
LOCHABER
GORE OF LOCHABER
Mayo
LA PETITE NATION
Papineauville
Montebello
GRENVILLE
Grenville
COLONIZATION RAILWAY
EARDLEY
Eardley
HULL
Hull
Chelsea
Cantley
Cascades
East Templeton
Templeton
Ironsides
Hazeworth
TORBOLTON
Ottawa
Rochester
New Edinburgh
Rock Village
Orleans
OTTAWA RIVER
Cumberland
Cumberland Mills
CUMBERLAND
Navan
Sarsfield
Canaan
CLARENCE
Clarence
Rockland
Clarence Ck.
ALFRED
Alfred
Wendover
Plantagenet
N. PLANTAGENET
Curran
Fournier
Pendleton
Riceville
Fenaghvale
Caledonia Sps.
LONGUEUIL
HAWKESBURY W.
HAWKESBURY E.
Vankleek Hill
Henry
Chute au Blondeau
Carillon
Point Fortune
St. Eugene
Macbeth
Dalkeith
Lochinvar
Glen Sandfield
Mongenais
Kirkhill
CALEDONIA


EXPLANATION
Post Office
P.O. and Money Order Office
P.O., Money Order Office and P.O. Savings Bank
RUSSELL
PRESCOTT
STORMONT
GLENGARRY
CARLETON
DUNDAS
GRENVILLE
LEEDS
LANARK
RENFREW
PRESCOTT
GLOUCESTER
CAMBRIDGE
KENYON
LOCHIEL
LANCASTER
ROXBOROUGH
CHARLOTTENBURGH
CORNWALL
OSNABRUCK
WILLIAMSBURG
MATILDA
EDWARDSBURGH
AUGUSTA
ELIZABETH TOWN
YONGE
KITLEY
WOLFORD
MONTAGUE
OXFORD
MARLBOROUGH
GOULBURN
MARCH
HUNTLEY
EARDLEY
TORBOLTON
WAKEFIELD
MASHAM
GORE
TEMPLETON
BUCKINGHAM
CLARENCE
CUMBERLAND
N. PLANTAGENET
PLANTAGENET
ALFRED
HAWKESBURY
LONGUEUIL
OSGOODE
RUSSELL
FINCH
WINCHESTER
MOUNTAIN
N. GOWER
S. GOWER
Ottawa
Rideau River
Ottawa River
St. Lawrence River
Lake St. Francis
Ogdensburgh
Prescott
Brockville
Gananoque
Kingston
Cornwall
Hawkesbury
Aylmer
Pembroke
Renfrew
Perth
Smiths Falls
Carleton Place
Almonte
Arnprior
Madrid
Potsdam Junc.

NEW
RAILWAY AND POSTAL MAP
OF THE
DOMINION OF CANADA
Scale, 10 Miles to one inch.
SHEET Nº 8.
EXPLANATION
Post Office
P.O. and Money Order Office
P.O., Money Order Office and P.O. Savings Bank
Telegraph Station
Port of Entry
Railways completed
Railways in progress
Distances between Towns over Post Roads.
Color designating Free Grant Lands
Potsdam Junc.
Madrid
Ogdensburgh
Prescott
Brockville
Kingston
Newbliss
Wolford's Sta.
Centre Augusta
AUGUSTA
KITLEY
Whitehurst
Bell's Sta.
Frankville
Bellamy's Sta.
Greenbush
Charleville
Maynard
Algonquin
Clarks Sta.
New Dublin
Clarkstone Sta.
Newbovne
Toledo
Chantry
Alison
Dickens
ELIZABETH
Farmersville
Frankville Junc.
Sopperton
Charleston
YONGE
Caintown
Sherwood Sprs.
Charleston L.
Mallorytown
Warburton
Escott
Lansdown
Rockport
Wells I.
Grindstone I.
Clayton
Theresa
La Farge
Philadelphia
Chaumont
Carthage
Watertown
Sacketts Har.
E. De Kalb
Oswegatchie R.
Grass Riv.
Indian R.
BLACK LAKE
ST. LAWRENCE
JEFFERSON
OGDENSBURGH R.R.
WATERTOWN & ROME
76°
75°
44


RIV. JEAN DE TERRE
L. AUX ECORAIS
LAKE
COULONGE RIV
BLACK R
77°
47°
P
O
T
A
T
I
A


COULONGE RIVER
BLACK RIVER
Rapides des Joachim
MALAKOFF
ESHER
ROLPH
Pt Alexander
OTTAWA RIVER
BUCHANAN
SHEEN
BRISON
CONTE FRACT
DORYON
46°
WYLIE
CHICHESTER
Sheenboro
Fort William
Chichester
WALTHAM
Waltham
MANSFIELD
HUDDERS-FIELD
CLAPHAM
ALLEYN
Chapeau
Allumette Id
ALLUMETTE
Petawawa
Pembroke
PEMBROKE
Westmeath
Gower Point
Pembroke
Fresnoque
LITCHFIELD
Otter Lake
LESLIE
CAWOOD
Danford Lake
Vinton
Thornby
THORNE
Cobden
Calumet Id
CALUMET
Forester's Falls
Yarm
CLARENDON
Shawville
ONSLOW
North Onslow
North Bristol
BRISTOL
Clarendon Front
Bristol
Castleford
HORTON
Renfrew
Arnprior
Mohr's Cors.
MCNAB
FITZR
RICHARDS
FRASER
ALICE
Locksley
Rankin
Stafford
STAFFORD
Muskrat Lake
Forester's Falls
N. ALGONA
WILBERFORCE
Golden Lake
Lake Dore
Cobden
ROSS
Ross
BROMLEY
Haycock
Haycock
Haycock River
Douglas
Pembroke River
Admaston
ADMASTON
HAGARTY
S. ALGONA
Castleville
Pronville
Hopefield
Lake Kaminiskeg
Fermoyle
Clear L.
BRUDENELL
SEBASTOPOL
GRATTAN
ADDLEY



ONSLOW
BRISTOL
CLARENDON
FITZROY
McNAB
PAKENHAM
RAMSAY
DARLING
LANARK
DRUMMOND
DALHOUSIE
BATHURST
BURGESS
BASTARD
N. SHERBROOKE
S. SHERBROOKE
HORTON
ROSS
ADMASTON
BAGOT
BLYTHFIELD
LAVANT
N. CANONTO
S. CANONTO
PALMERSTON
OSO
KINGSTON
HINCHINBROOKE
BEDFORD
OLDEN
KENNEBEC
CLARENDON
MILLER
BARRIE
ABINGER
DENBIGH
ASHBY
KALADAR
ANGLESEA
EFFINGHAM
CASHEL
GRIMSTHORPE
ELZEVIR
MAYO
RAGLAN
LYNDOCH
GRIFFITH
MATAWATCHAN
BROUGHAM
GRATTAN
BROMLEY
WILBERFORCE
N. ALGONA
S. ALGONA
SEBASTOPOL
BRUDENELL
HAGARTY
RICHARDS
RADCLIFFE
STAFFORD
RENFREW
LANARK
FRONTENAC
ADDINGTON
HASTINGS
45°

PRINCE EDWARD
AMELIASBURG
SOPHIASBURG
HALLOWELL
ATHOLMA
SIDNEY
THURLOW
TYENDINAGA
HUNGERFORD
HUNTINGDON
RAWDON
MADOC
ELZEVIR
KALADAR
KENNEBEC
SHEFFIELD
HINCHINBROOKE
CAMDEN
ERNESTOWN
KINGSTON
PORTLAND
BASTARD
GRAND TRUNK RAILWAY
Belleville
Trenton
Picton
Napanee
Kingston
Cape Vincent
Wolfe Isl.
Gananoque
Brockville
Madoc
Bridgewater
Tweed
Marmora
Stirling
Frankford
Sidney Crossing
Shannonville
Marysville
Melrose
Tamworth
Enterprise
Moscow
Desmond
Yarker
Harrowsmith
Sydenham
Portsmouth
Collins Bay
Amherstburg
Amherst Is.
Big Sandy Bay
Salmon
Duck I.
Long Pt.
Point Traverse
Sackett
Longitude West from Greenwich
77°
44°

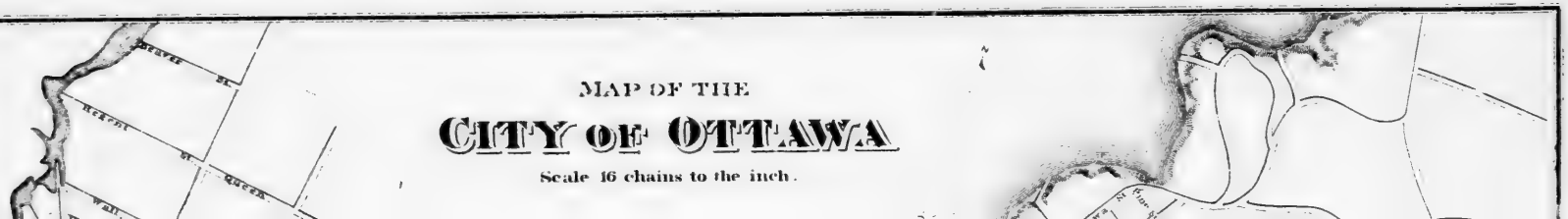
POPULATION
(Census 1870-71)

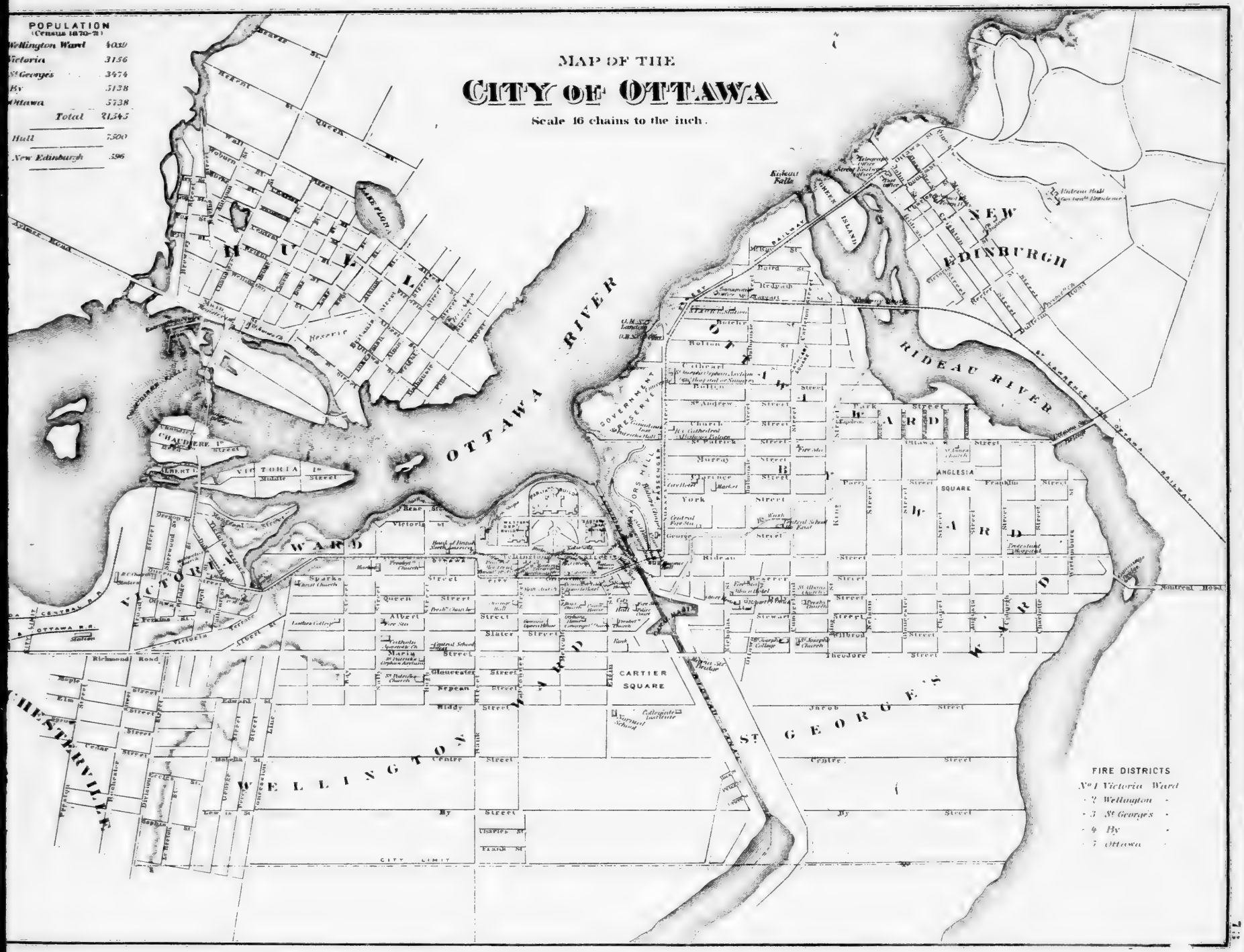
Wellington Ward	4039
Victoria	3156
St Georges	3474
By	5138
Ottawa	5738
Total	21,545
Hull	7800

MAP OF THE

CITY OF OTTAWA

Scale 16 chains to the inch.




MAP OF THE
CITY OF OTTAWA
Scale 16 chains to the inch.
POPULATION
(Census 1870-71)
Wellington Ward 4039
Victoria 3156
St George's 3474
By 5138
Ottawa 5538
Total 21345
Hull 7500
New Edinburgh 596
HULL
NEW EDINBURGH
OTTAWA RIVER
RIDEAU RIVER
Rideau Falls
Chaudiere Falls
Chaudiere Isl.
Victoria Isl.
Victoria Street
Victoria Ward
Wellington Ward
St George's Ward
Ward
Chenierville
Victoria Square
Cartier Square
Anglesia Square
Government Reserve
Rideau Street
Sussex Street
Bank Street
Elgin Street
Metcalfe Street
Bronson Bridge
Ottawa Bridge
Ottawa Central R.R.
Ottawa R.R.
Ottawa Station
Ottawa Canal
Rideau Canal
Richmond Road
Montreal Road
Aylmer Road
St Lawrence & Ottawa Railway
Parliament Buildings
Lady Dufferin Fountain
Cathedral
Bishop's Palace
Catholic Cemetery
Protestant Hospital
Collegiate Institute
Normal School
Central School
Fire Stations
Fire Districts
No 1 Victoria Ward
2 Wellington
3 St George's
4 By
5 Ottawa
City Limit

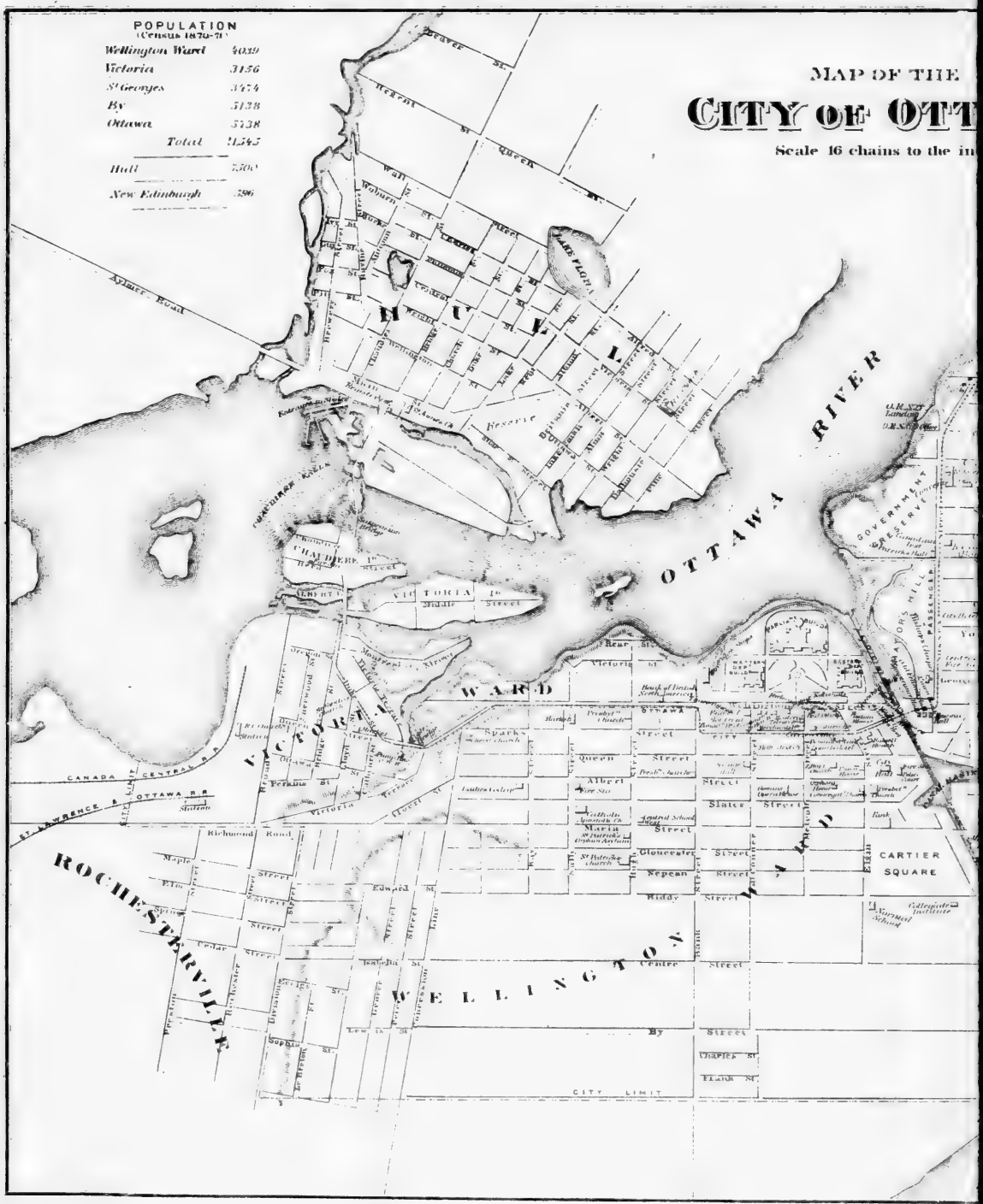
POPULATION
(Census 1870-71)

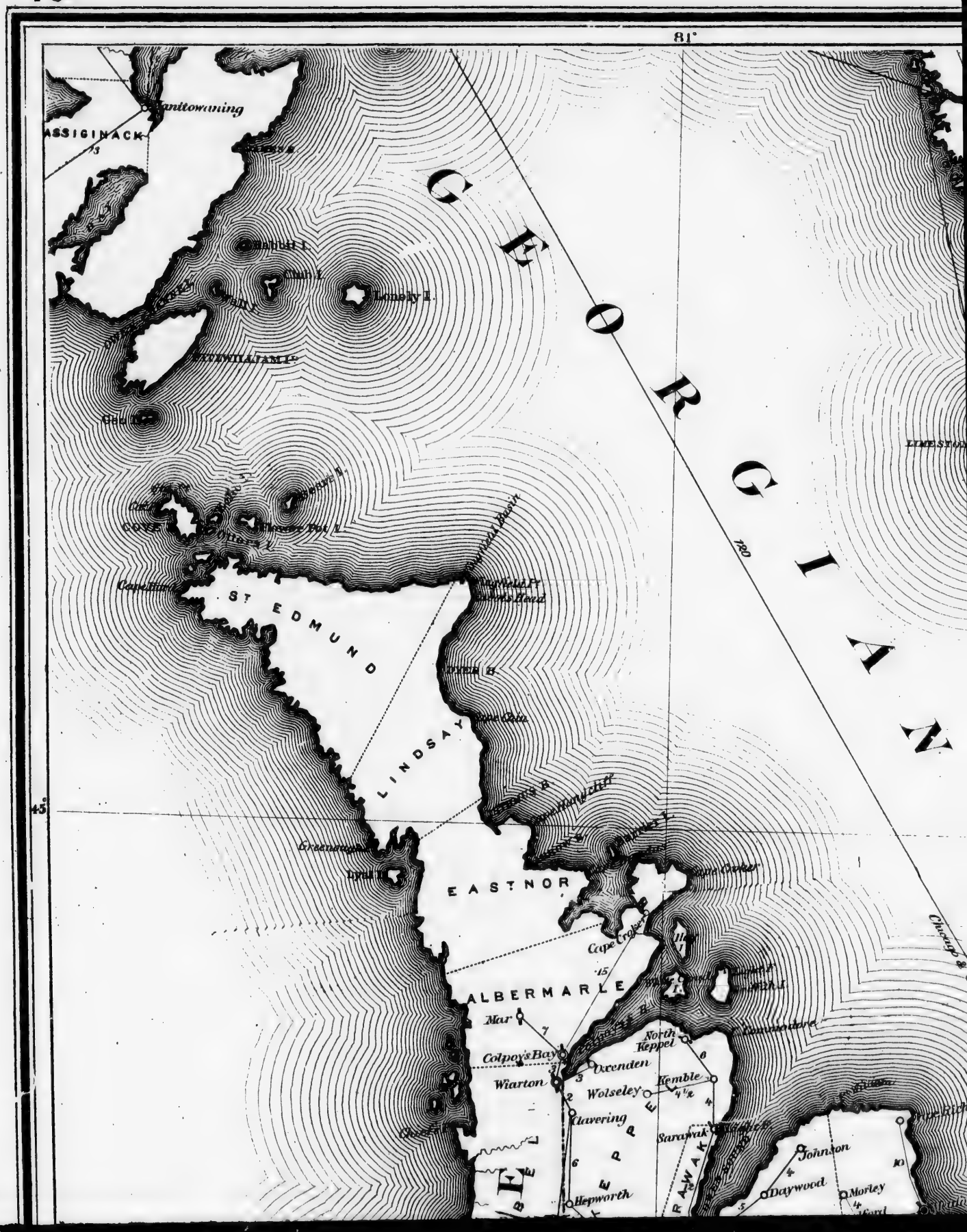
Wellington Ward	4039
Victoria	3156
St Georges	3474
By	5138
Ottawa	5538
Total	21,345
Hull	7300

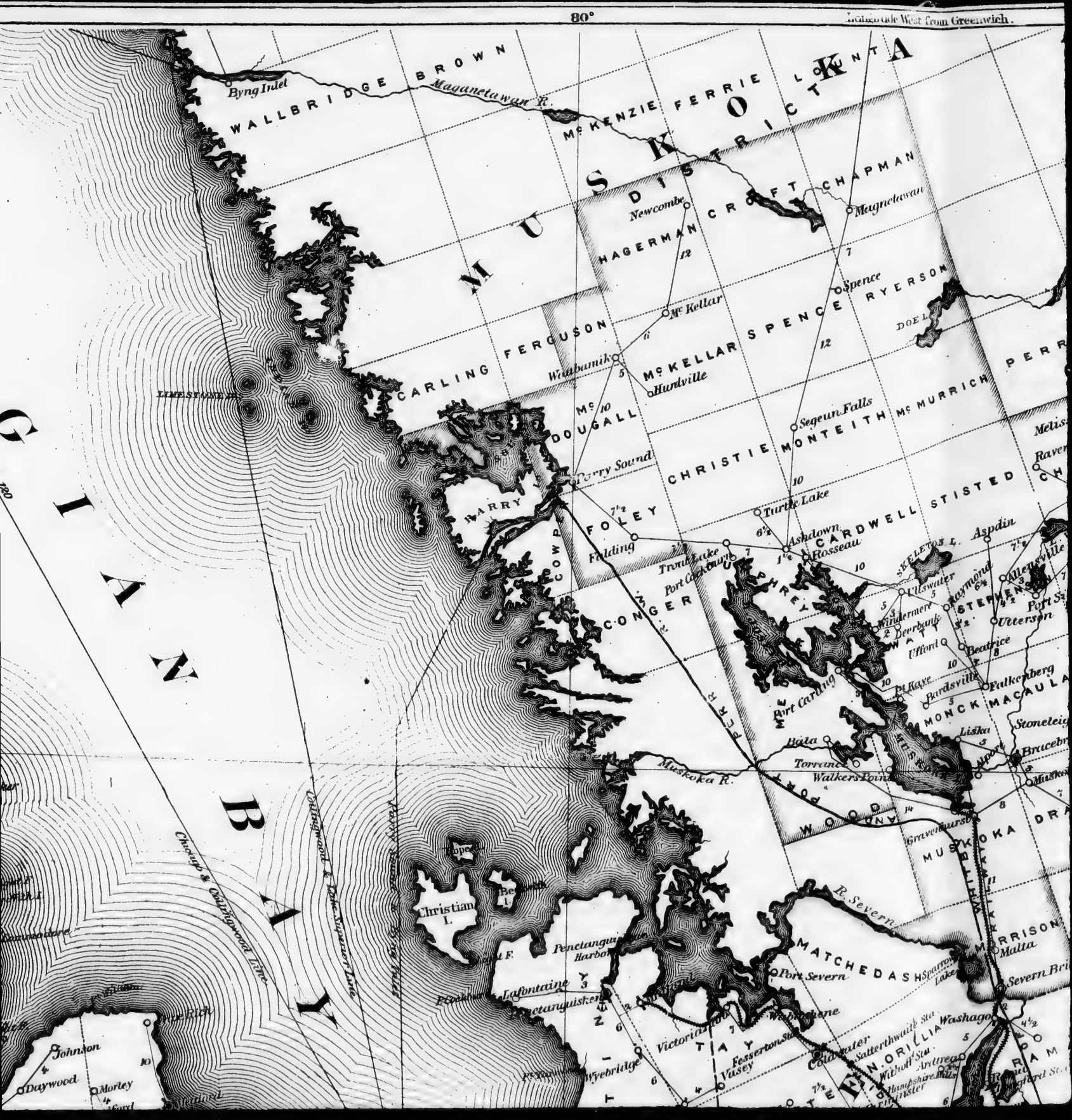
MAP OF THE

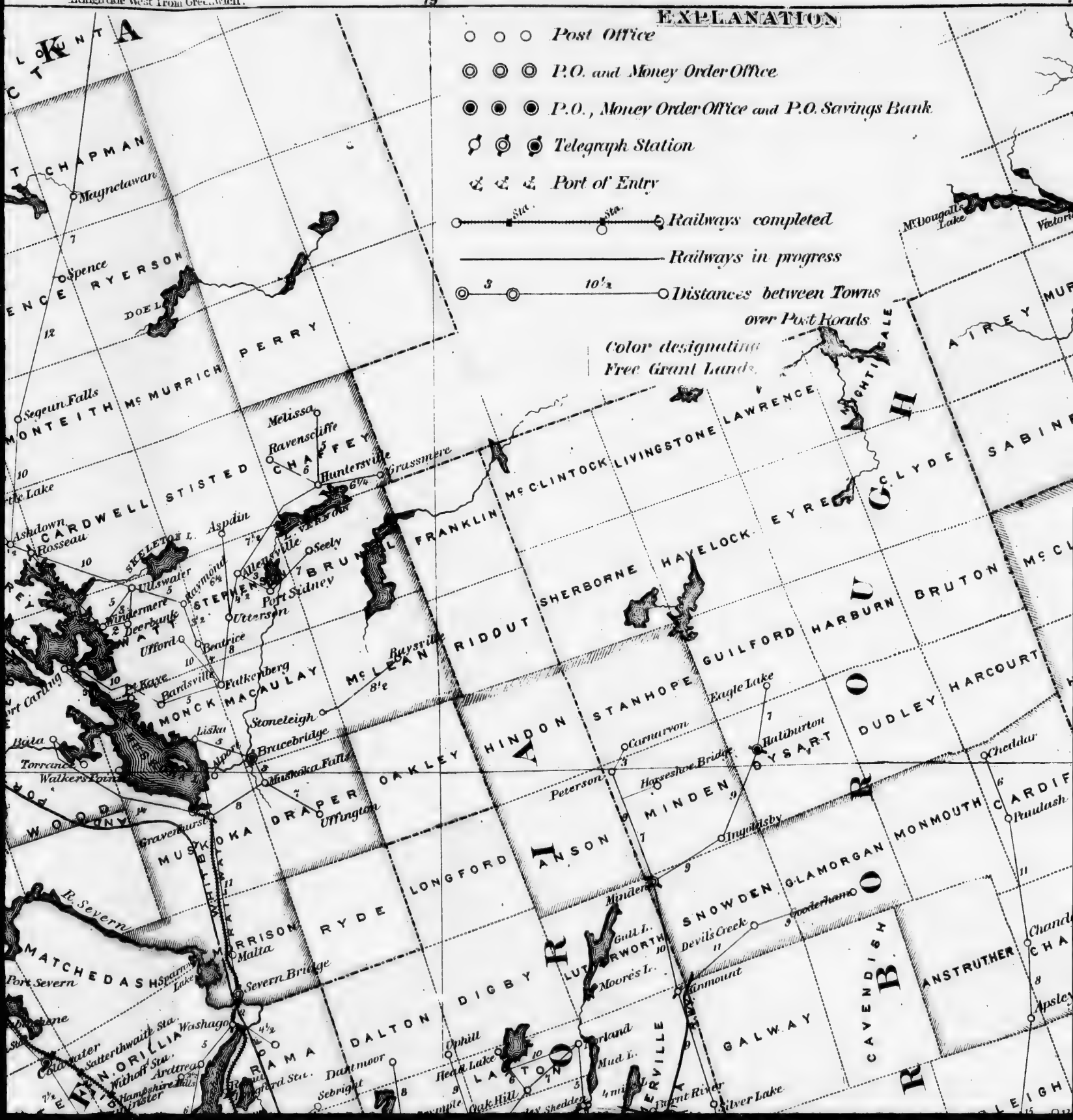
CITY OF OTT

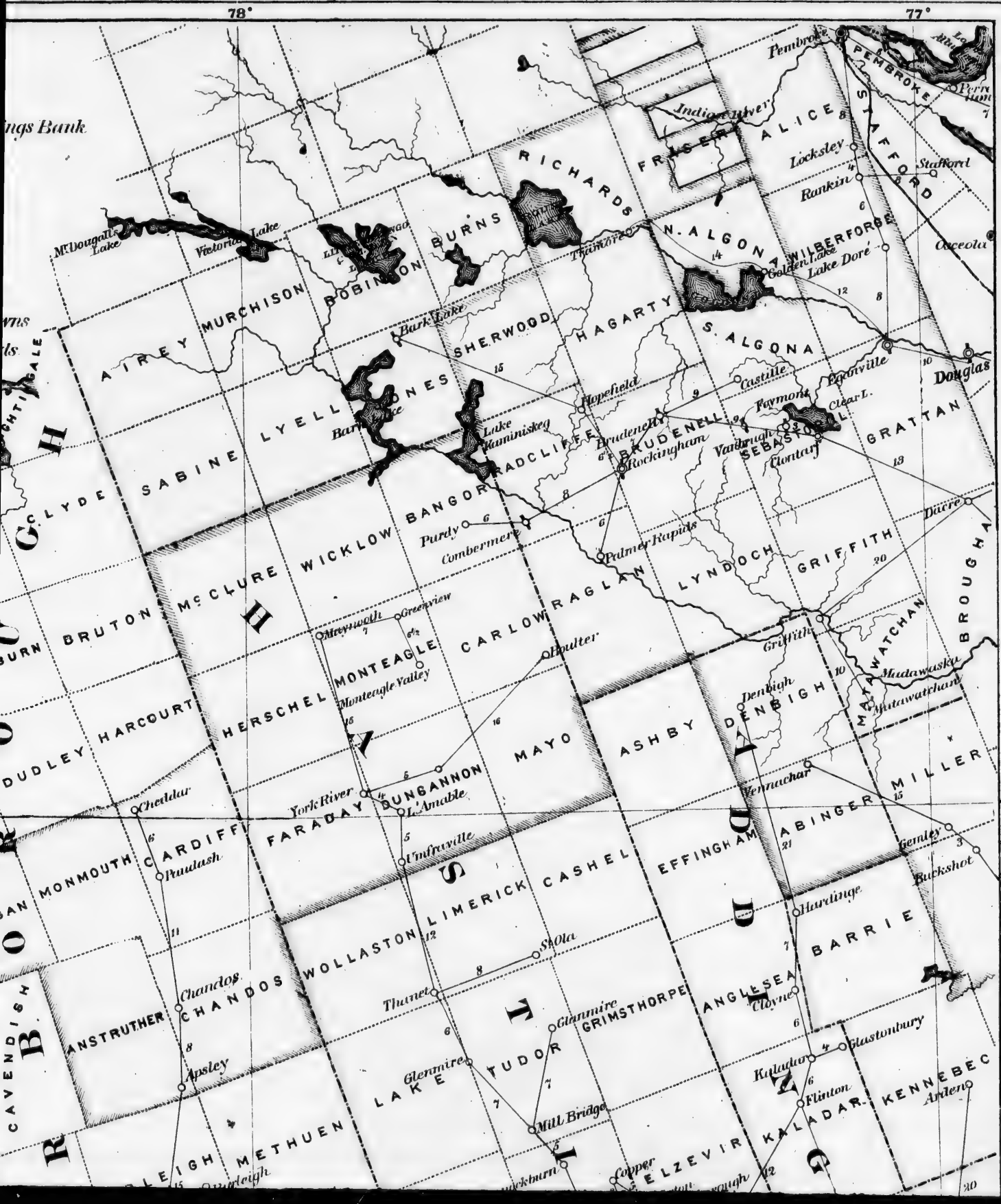
Scale 16 chains to the in

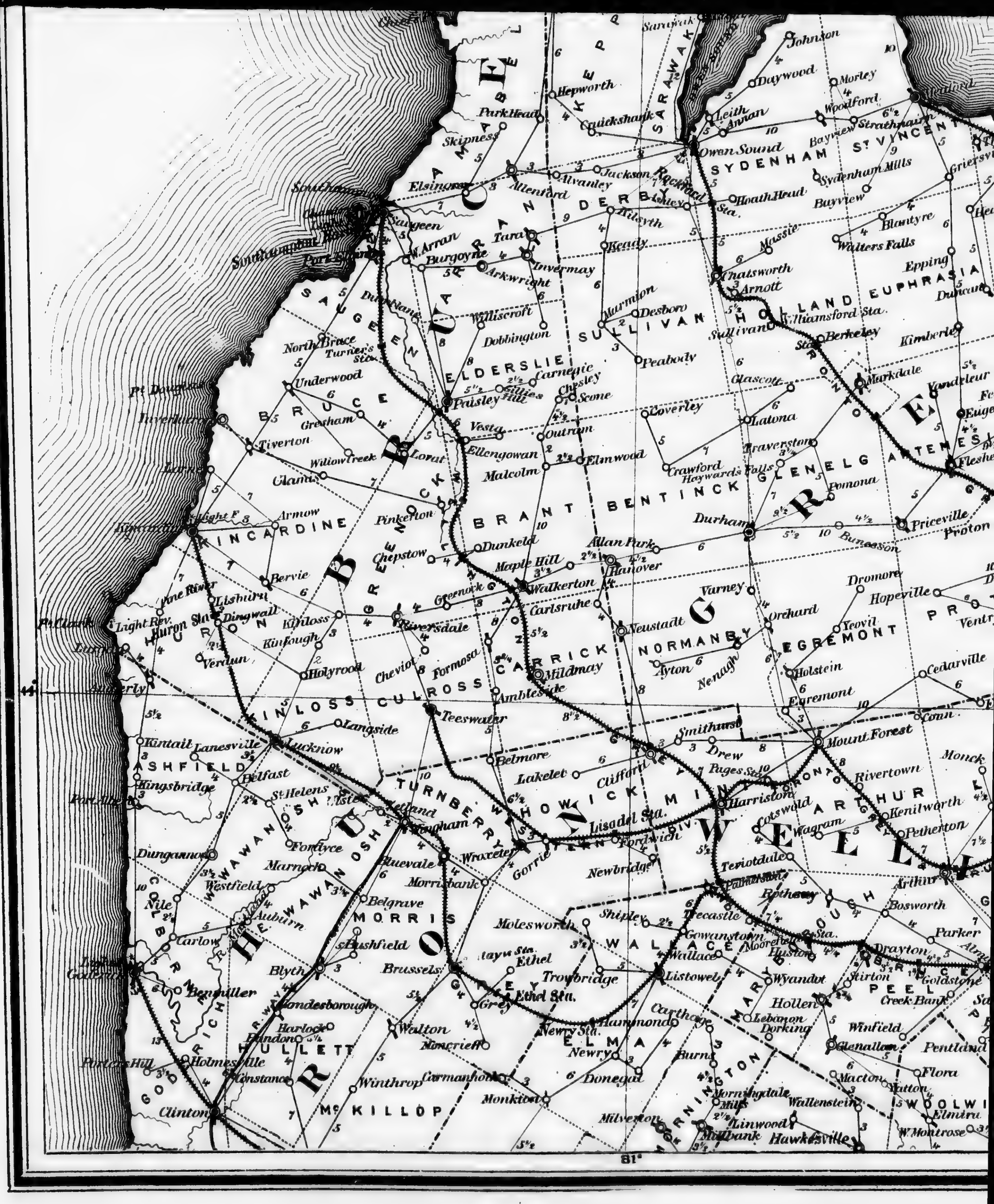

POPULATION
(Census 1870-71)
Wellington Ward 4039
Victoria 3156
St Georges 3474
By 5138
Ottawa 5138
Total 21545
Hull 5300
New Edinburgh 396
MAP OF THE
CITY OF OTT
Scale 16 chains to the in
OTTAWA RIVER
HULL
WELLINGTON WARD
VICTORIA WARD
ROCHESTERVILLE
CARTIER SQUARE
CANADA CENTRAL R.R.
ST LAWRENCE & OTTAWA R.R.
CITY LIMIT
Aylmer Road
Richmond Road
Queen Street
Wellington Street
Rideau Street
Sussex Street
Bank Street
Elgin Street
Kent Street
Lyon Street
Preston Street
Parkdale Ave
Victoria Street
Albert Street
Slater Street
Maria Street
Gloucester Street
Nepean Street
Ridout Street
Edward St
Laurier St
Center Street
By Street
Charles St
Elgin St
Maple Street
Elm Street
Spruce Street
Cedar Street
Sophia St
Lewis St
Rear St
Victoria St
Sparks Street
Queen Street
Albert Street
Slater Street
Maria Street
Gloucester Street
Nepean Street
Ridout Street
Center Street
Wellington Street
Rideau Street
Sussex Street
Bank Street
Elgin Street
Kent Street
Lyon Street
Preston Street
Parkdale Ave
Victoria Street
Middle Street
Chaudière Falls
Rideau Falls
Reservoir
Government Reserve
Mayor's Hill
Passenger Slip
Normal School
Collegiate Institute
Bank of British North America
Presbyt. Church
Ladies College
Catholic Cemetery
St Patrick's Orphan Asylum
St Patrick's Church
Fire Stn
Market
Parkdale Station
Victoria Station
Hartley St
Lewis St
Sussex St
Preston St
Lyon St
Kent St
Elgin St
Bank St
Rideau St
Wellington St
Queen St
Albert St
Slater St
Maria St
Gloucester St
Nepean St
Ridout St
Center St
By St
Charles St
Elgin St
Maple St
Elm St
Spruce St
Cedar St
Sophia St
Lewis St
Sussex St
Preston St
Parkdale Ave
Victoria St
Rear St
Sparks St
Queen St
Albert St
Slater St
Maria St
Gloucester St
Nepean St
Ridout St
Center St
By St
Charles St
Elgin St
Bank St
Elgin St
Kent St
Lyon St
Preston St
Parkdale Ave
Victoria St
Middle St
Chaudière Falls
Rideau Falls
Reservoir
Government Reserve
Mayor's Hill
Passenger Slip
Normal School
Collegiate Institute
Bank of British North America
Presbyt. Church
Ladies College
Catholic Cemetery
St Patrick's Orphan Asylum
St Patrick's Church
Fire Stn
Market
Parkdale Station
Victoria Station
Aylmer Road
Richmond Road
Queen Street
Wellington Street
Rideau Street
Sussex Street
Bank Street
Elgin Street
Kent Street
Lyon Street
Preston Street
Parkdale Ave
Victoria Street
Albert Street
Slater Street
Maria Street
Gloucester Street
Nepean Street
Ridout Street
Center Street
By Street
Charles St
Elgin St
Maple Street
Elm Street
Spruce Street
Cedar Street
Sophia St
Lewis St
Sussex St
Preston St
Parkdale Ave
Victoria St
Rear St
Sparks Street
Queen Street
Albert Street
Slater Street
Maria Street
Gloucester Street
Nepean Street
Ridout Street
Center Street
By Street
Charles St
Elgin St
Bank St
Elgin St
Kent St
Lyon St
Preston St
Parkdale Ave
Victoria St
Middle St
Chaudière Falls
Rideau Falls
Reservoir
Government Reserve
Mayor's Hill
Passenger Slip
Normal School
Collegiate Institute
Bank of British North America
Presbyt. Church
Ladies College
Catholic Cemetery
St Patrick's Orphan Asylum
St Patrick's Church
Fire Stn
Market
Parkdale Station
Victoria Station

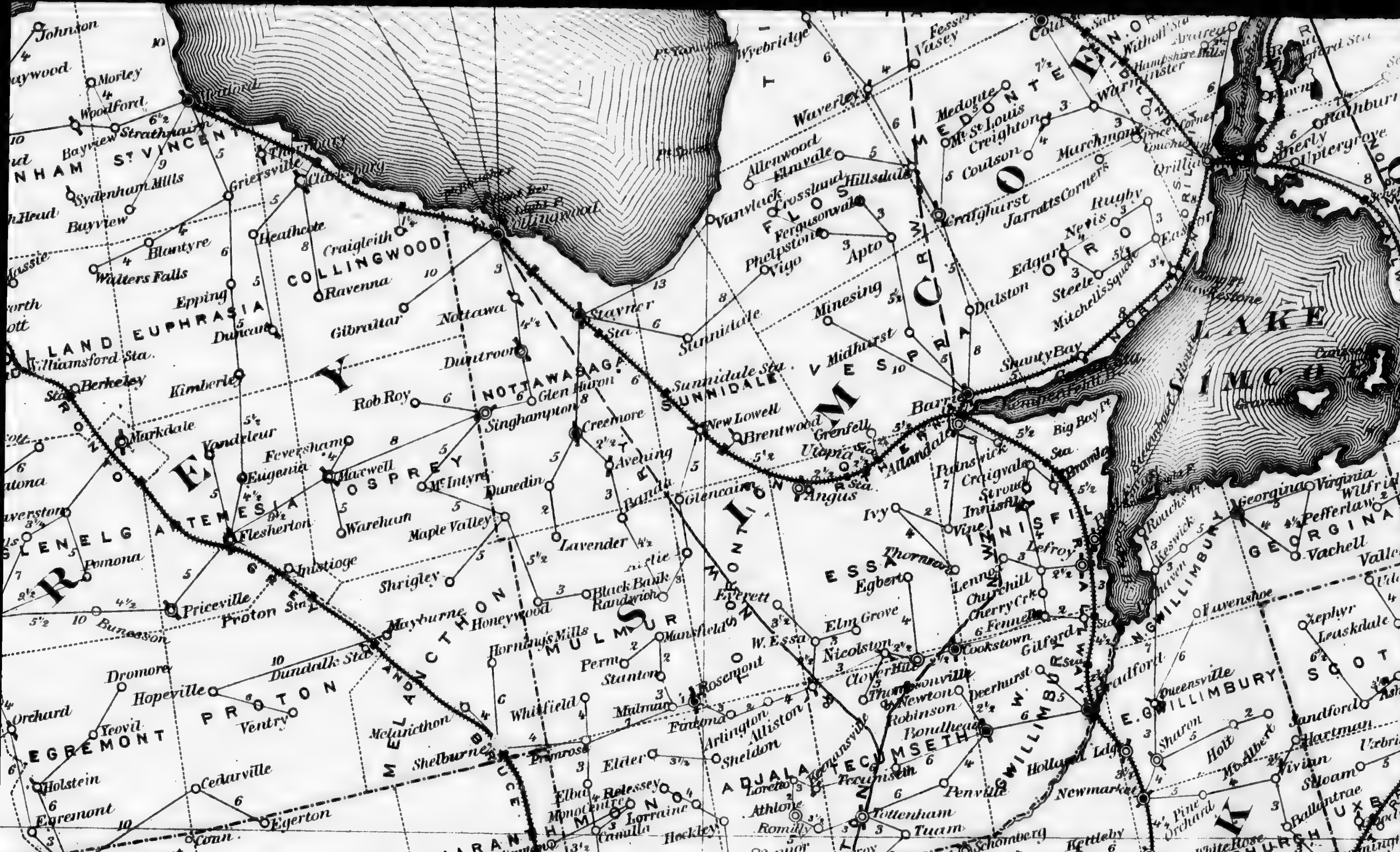

81°
Manitowaning
ASSIGINACK
Lonely I.
GEORGIAN
ST EDMUND
LINDSAY
EASTNOR
ALBERMARLE
Mar
Colpoy's Bay
Wiarton
Wolseley
Oxenden
Kemble
North Keppel
Cavering
Hepworth
Saranak
Johnson
Daywood
Morley
45°


80°
Longitude West from Greenwich.
WALLBRIDGE BROWN
Byng Inlet
Maganetawan R.
McKENZIE FERRIE
MUSKOKA DISTRICT
HAGERMAN CRAFT CHAPMAN
Newcombe
Magnetawan
Spence
McKellar
CARLING FERGUSON
McKELLAR SPENCE RYERSON
Wahabamik
Hurdville
McDOUGALL
Segeun Falls
CHRISTIE MONTEITH McMURRICH
Parry Sound
PARRY
FOLEY
Turtle Lake
Ashdown
Rosseau
Folding
CARDWELL STISTED
Aspdin
Port Cockburn
CONGER
Ullswater
Raymond
Windermere
Deerhurst
Ufford
Beatrice
Bardsville
Falkenberg
Port Carling
MONCK MACAULA
Liska
Stoneleig
Bala
Torrance
Walkers Point
Muskoka R.
Gravenhurst
MUSKOKA DRA
R. Severn
MATCHEDASH
Port Severn
Sparrow Lake
Severn Bri
Malta
Christian I.
Penetanguishene Harbour
Lafontaine
Penetanguishene
Victoria Harbour
Wyebridge
Vasey
Fesserton Sta
Colpoy's Bay
Satterthwaite Sta
Withoff Sta
Hampshire Mills
Washago
ORILLIA
Johnson
Daywood
Morley
Chicago & Collingwood Line
Collingwood & Port Sydney Line
Port Sydney & Port Sydney Line
GIAN BAY

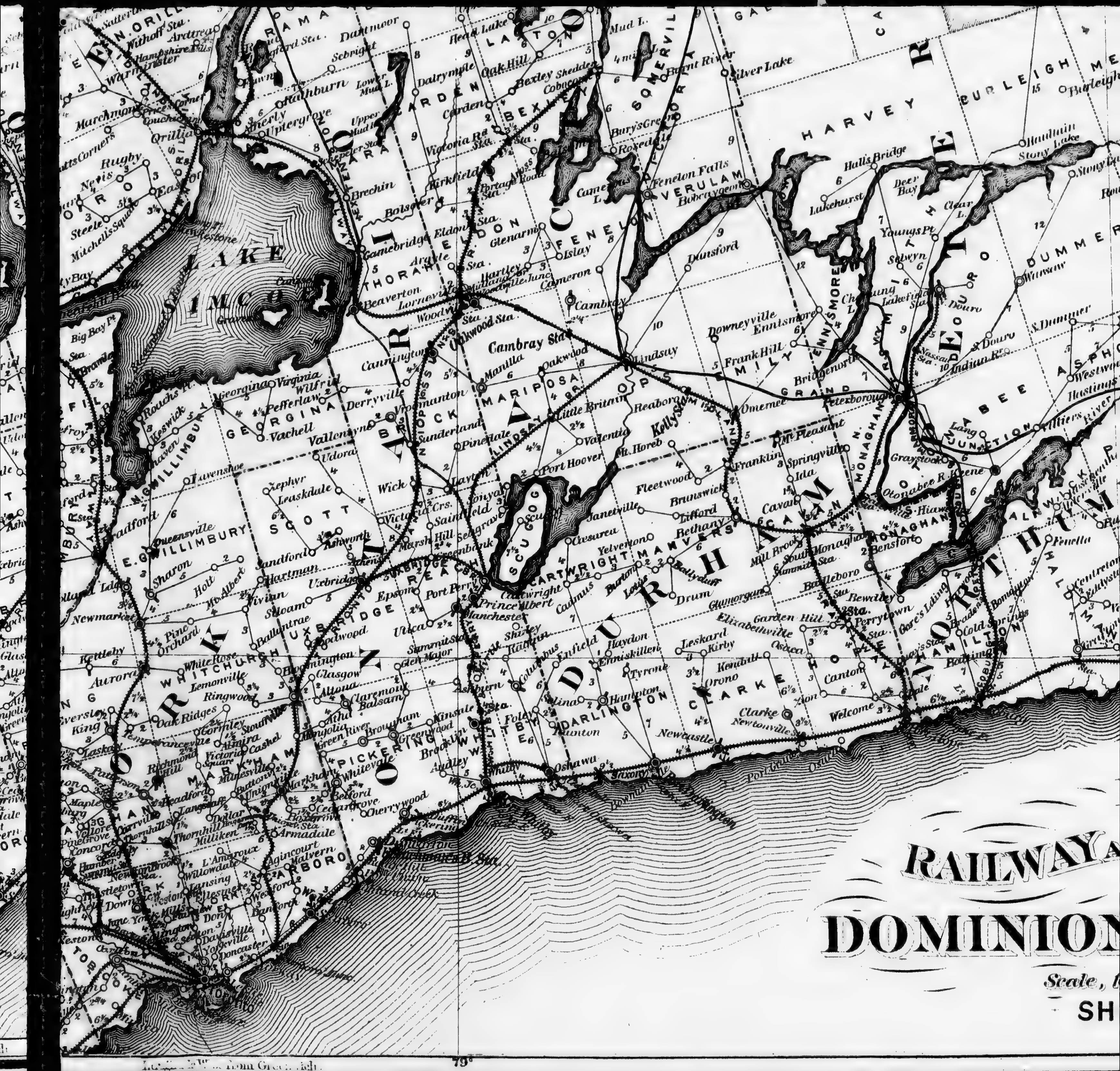

Longitude West from Greenwich.
79°
EXPLANATION
Post Office
P.O. and Money Order Office
P.O., Money Order Office and P.O. Savings Bank
Telegraph Station
Port of Entry
Railways completed
Railways in progress
Distances between Towns over Post Roads
Color designating Free Grant Lands
CHAPMAN
Magnetawan
Spence
RYERSON
DOEL
PERRY
MONTEITH
McMURRICH
Sequin Falls
CARDWELL
STISTED
CHAFFEY
Melissa
Ravenscliffe
Huntersville
Grassmere
Aspdin
Rosseau
Ufford
Beatrice
Bardsville
Falkenberg
Stoneleigh
Bracebridge
Muskoka Falls
Uffington
Gravenhurst
Bala
Torrance
Walkers Point
MONCK
MACAULAY
McLEAN
FRANKLIN
McCLINTOCK
LIVINGSTONE
LAWRENCE
RIDDUT
SHERBORNE
HAVELOCK
EYRE
CLYDE
SABINE
STANHOPE
GUILFORD
HARBURN
BRUTON
DUDLEY
HARCOURT
OAKLEY
HINDON
MINDEN
ANSON
LONGFORD
MUSKOKA
DRAPER
MORRISON
RYDE
DIGBY
LUTTERWORTH
SNOWDEN
GLAMORGAN
MONMOUTH
CARDIFF
CAVENDISH
ANSTRUTHER
GALWAY
LAXTON
DALTON
RAMA
ORILLIA
MATCHEDASH
Port Severn
Severn Bridge
Malta
Washago
Orillia
Port Carling
Haliburton
Eagle Lake
Carnarvon
Peterson
Horseshoe Bridge
Ingoldsby
Minden
Gull L.
Moore's L.
Devil's Creek
Kinmount
Portland
Mud L.
Silver Lake
Uphill
Dartmoor
Sebright
Oak Hill
Cheddar
Paudash
Apsley
Chandos
Mc Dougall's Lake
Victoria
Lake
R. Severn


78°
77°
Pembroke
PEMBROKE
Indian River
ALICE
STAFFORD
Locksley
Stafford
Rankin
Osceola
RICHARDS
FRASER
N. ALGONA
WILBERFORCE
Golden L.
Lake Doré
McDougall Lake
Victoria Lake
BURNS
ROBINSON
Trainore
AIREY
MURCHISON
Bark Lake
SHERWOOD
HAGARTY
S. ALGONA
Douglas
Egansville
Castille
Hopefield
Fermont
Clear L.
Lake Kaminiskeg
BRUDENELL
Brudenell
Rockingham
Vaughan
SEBASTOPOL
Clontarf
GRATTAN
LYELL
JONES
SABINE
CLYDE
BANGOR
RADCLIFFE
Purdy
Combermere
Palmer Rapids
Dacre
WICKLOW
McCLURE
BRUTON
LYNDOCH
GRIFFITH
RAGLAN
CARLOW
Maynooth
Greenview
Haultier
Griffith
Mudawaska
Mutawatchan
MATAWATCHAN
BROUGHAM
HERSCHEL
MONTEAGLE
Monteagle Valley
DUDLEY
HARCOURT
Denbigh
DENBIGH
MAYO
ASHBY
Yennachar
MILLER
ABINGER
EFFINGHAM
Cheddar
York River
L'Amable
FARADAY
DUNGANNON
Umfraville
CARDIFF
MONMOUTH
Paudash
Gemley
Buckshot
LIMERICK
CASHEL
WOLLASTON
Hurdinge
BARRIE
Sk Ola
Chandos
CHANDOS
ANSTRUTHER
Thurnet
Glanmire
GRIMSTHORPE
ANGLESEA
Clyne
Glastonbury
Apsley
TUDOR
LAKE
Kaladar
Flinton
KALADAR
KENNEBEC
Ardenn
Mill Bridge
METHUEN
ELZEVIR
Copper
CAVENDISH
BOLTON


Southampton
Saugeen
Port Elgin
Owen Sound
SYDENHAM
ST VINCENT
DERBY
SARAWAK
KEPPEL
ARRAN
ELDERSLIE
SULLIVAN
HOLLAND
EUPHRASIA
BRUCE
SAUGEEN
Paisley
Tiverton
Kincardine
KINCARDINE
BRANT
BENTINCK
GLENELG
ARTEMESIA
Durham
Walkerton
Hanover
GREENOCK
CARRICK
NORMANBY
EGREMONT
Mildmay
Neustadt
KINLOSS
CULROSS
HURON
Lucknow
Teeswater
ASHFIELD
Mount Forest
Harriston
TURNBERRY
HOWICK
MINTO
ARTHUR
WAWANOSH
Wingham
Wroxeter
Gorrie
MORRIS
WALLACE
Listowel
PEEL
Brussels
Blyth
Goderich
COLBORNE
HULLETT
Clinton
McKILLOP
ELMA
GREY
Walton
Wallenstein
Elmira
WOOLWICH
81°
44°



LAKE SIMCOE
ST VINCENT
COLLINGWOOD
EUPHRASIA
NOTTAWASAGA
SUNNIDALE
VESPRA
MEDONTE
ORO
FLOS
INNISFIL
ESSA
TECUMSETH
ADJALA
MULSUR
MELANCTHON
OSPREY
ARTEMESIA
GLENELG
PROTON
EGREMONT
AMARANTH
LUTHER
ARTHUR
MONO
ALBION
KING
WHITCHURCH
GEORGINA
E. GWILLIMBURY
N. GWILLIMBURY
W. GWILLIMBURY
MARKHAM
VAUGHAN
CHINGUACOUSY
TORONTO GORE
TORONTO
ESQUESING
ERIN
ERAMOSA
GARAFRAXA
NICHOL
PILKINGTON
WOOLWICH
GUELPH
PEEL
YORK
WELLINGTON
Collingwood
Meaford
Thornbury
Clarksburg
Stayner
Barrie
Orillia
Allandale
Bradford
Newmarket
Aurora
Schomberg
Tottenham
Alliston
Orangeville
Shelburne
Flesherton
Markdale
Priceville
Mount Forest
Arthur
Fergus
Elora
Guelph
Brampton
Georgetown
Weston
Streetsville
Markham
Richmond Hill
Cookstown
Creemore
Singhampton
Dundalk Sta.
Holstein
Drayton
Alma
Salem
Hillsburgh
Erin
Bolton
Caledon
Alton
Mono Mills
Norval
Acton West
Rockwood
Elmira
Hawkesville
80°



RAILWAY A
DOMINION
Scale,
SH
LAKE SIMCOE
Orillia
Beaverton
Lindsay
Peterborough
Port Perry
Oshawa
Whitby
Newcastle
Uxbridge
Newmarket
Aurora
Markham
Pickering
Scugog
Cambray Sta.
Omemee
Bowmanville
Darlington
Clarke
Cartwright
Manvers
Cavan
Mariposa
Georgina
Whitchurch
Scott
Reach
Brock
Thorah
Eldon
Fenelon
Verulam
Harvey
Burleigh
Dummer
Ennismore
Emily
Smith
Douro
Asphodel
Otonabee
Monaghan
Hamilton
Hope
Durham
York
Ontario
Victoria
Peterborough
Northumberland
79°
Longitude West from Greenwich

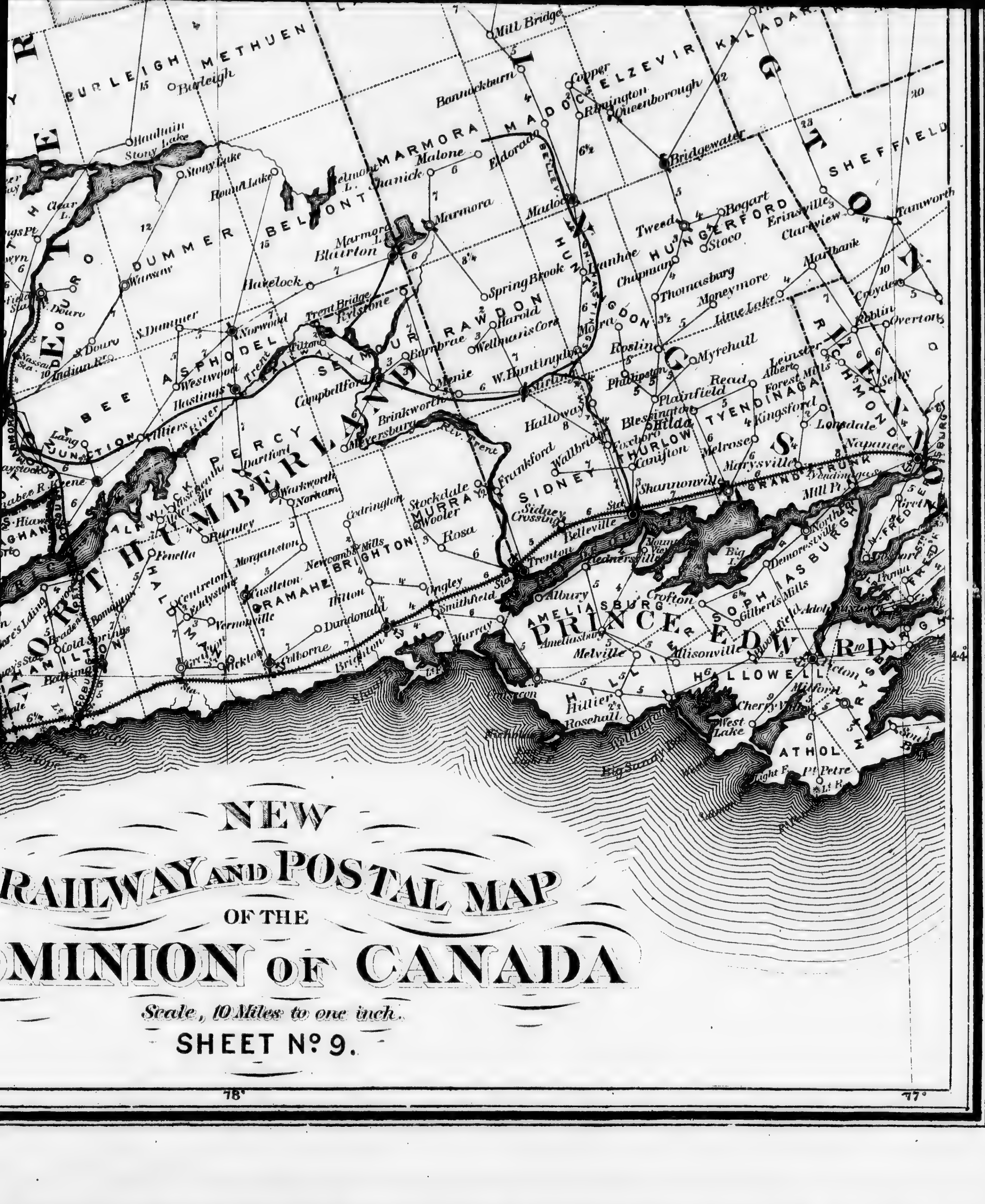
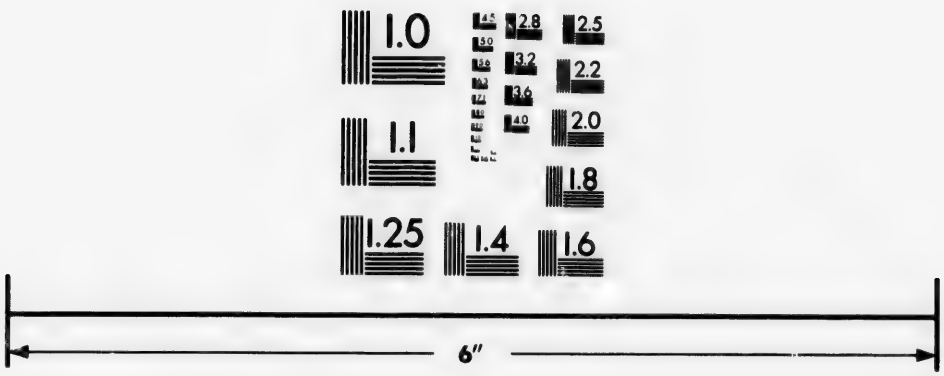

NEW
RAILWAY AND POSTAL MAP
OF THE
OMINION OF CANADA
Scale, 10 Miles to one inch.
SHEET No. 9.
78°
77°
44°
PRINCE EDWARD
NORTHUMBERLAND
HASTINGS
BURLEIGH
METHUEN
MARMORA
MADOC
ELZEVIR
KALADAR
SHEFFIELD
DUMMER
BELMONT
ASPHODEL
SEYMOUR
RAWDON
HUNGERFORD
HUNTINGDON
TYENDINAGA
RICHMOND
THURLOW
SIDNEY
PERCY
MURRAY
BRIGHTON
CRAMAHE
HALDIMAND
HAMILTON
ALNWICK
AMELIASBURG
SOPHIASBURGH
HALLOWELL
HILLIER
ATHOL
Belleville
Trenton
Napanee
Picton
Campbellford
Marmora
Madoc
Tweed
Stirling
Brighton
Colborne
Grafton
Warkworth
Norwood
Hastings
Havelock
Tamworth
Bridgewater
Shannonville
Deseronto
Bloomfield
Milford
Wellington
Consecon
GRAND TRUNK
Big Sandy Bay

IMAGE EVALUATION
TEST TARGET (MT-3)

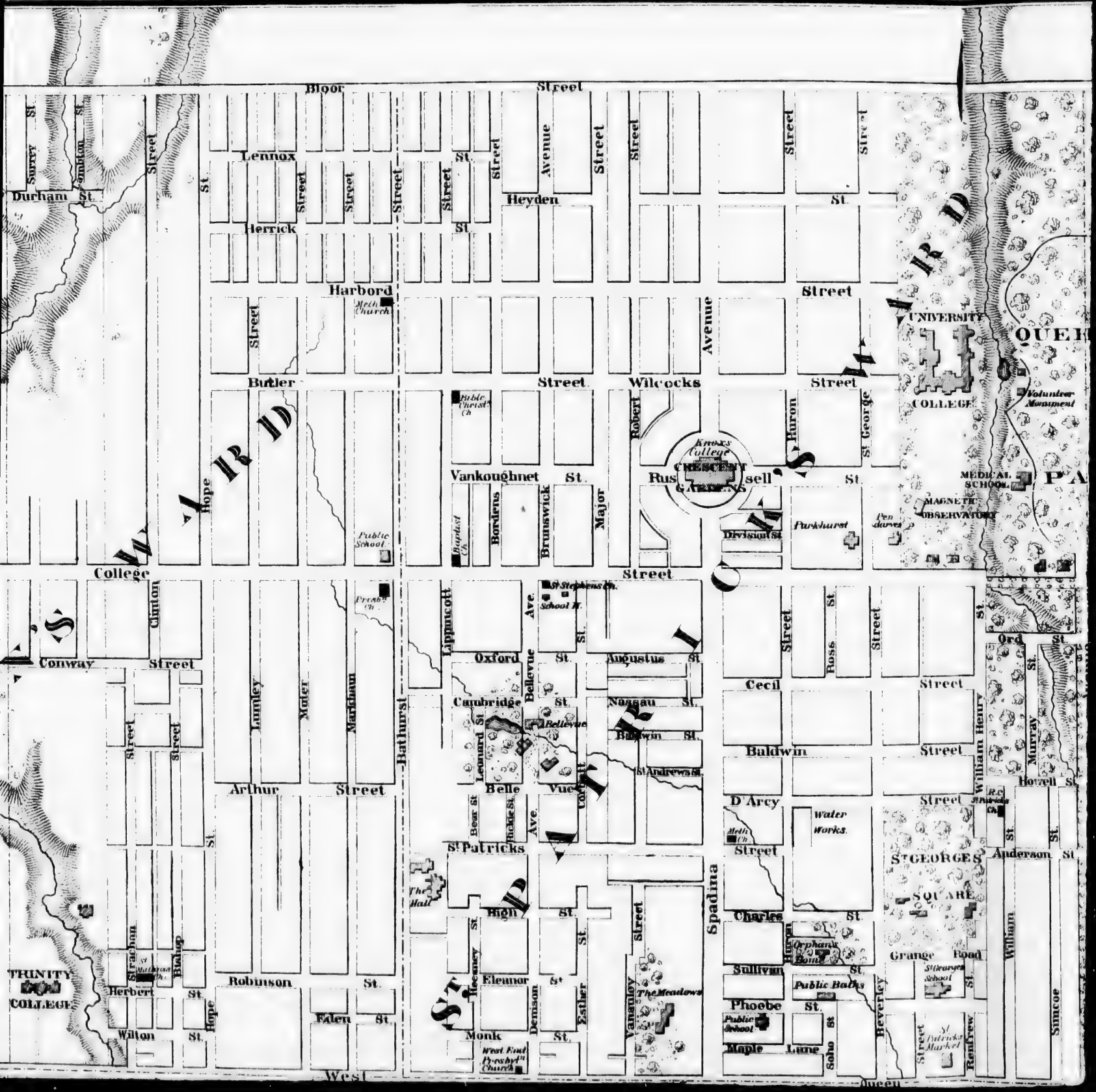


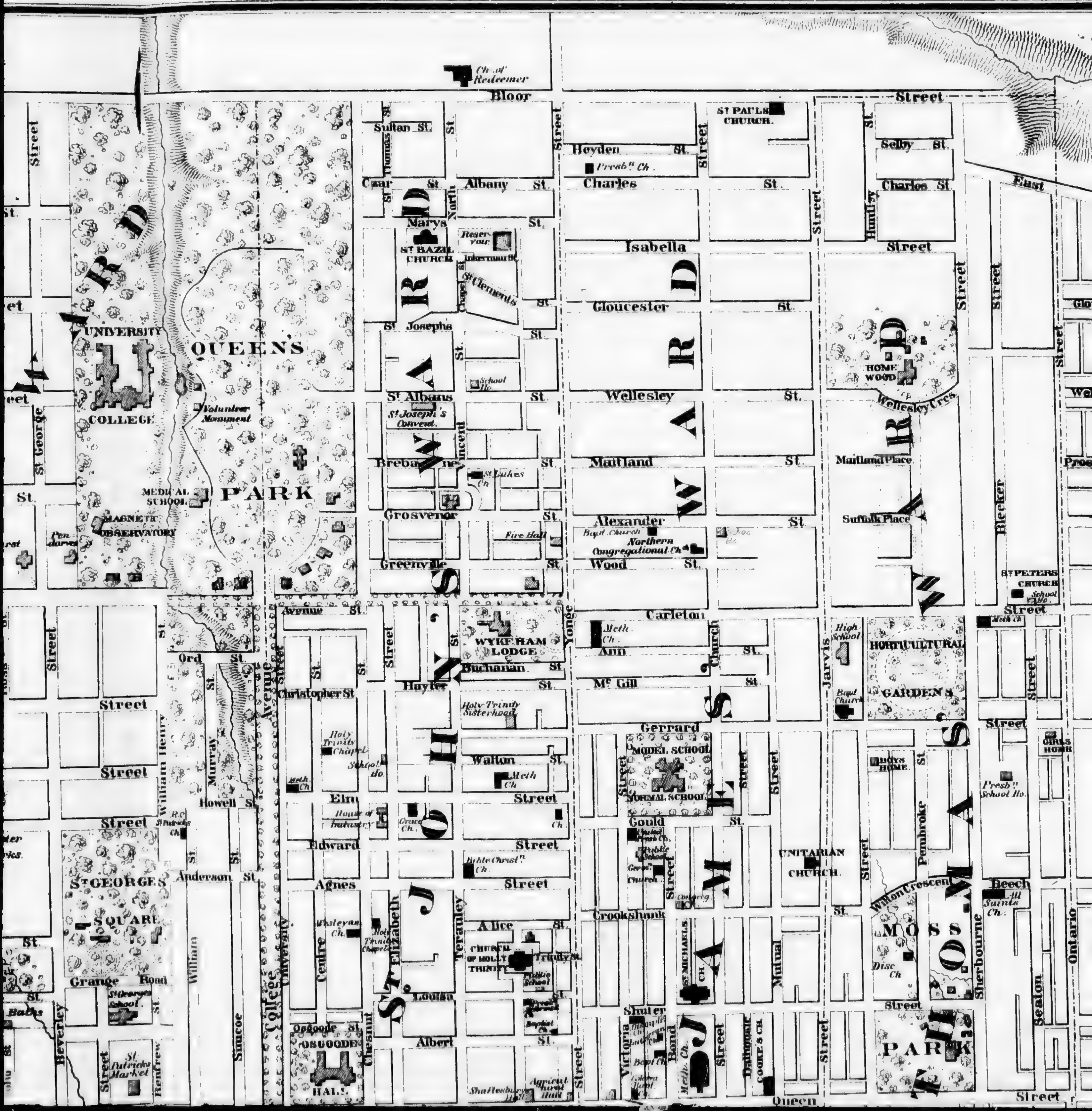
Photographic
Sciences
Corporation

23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503

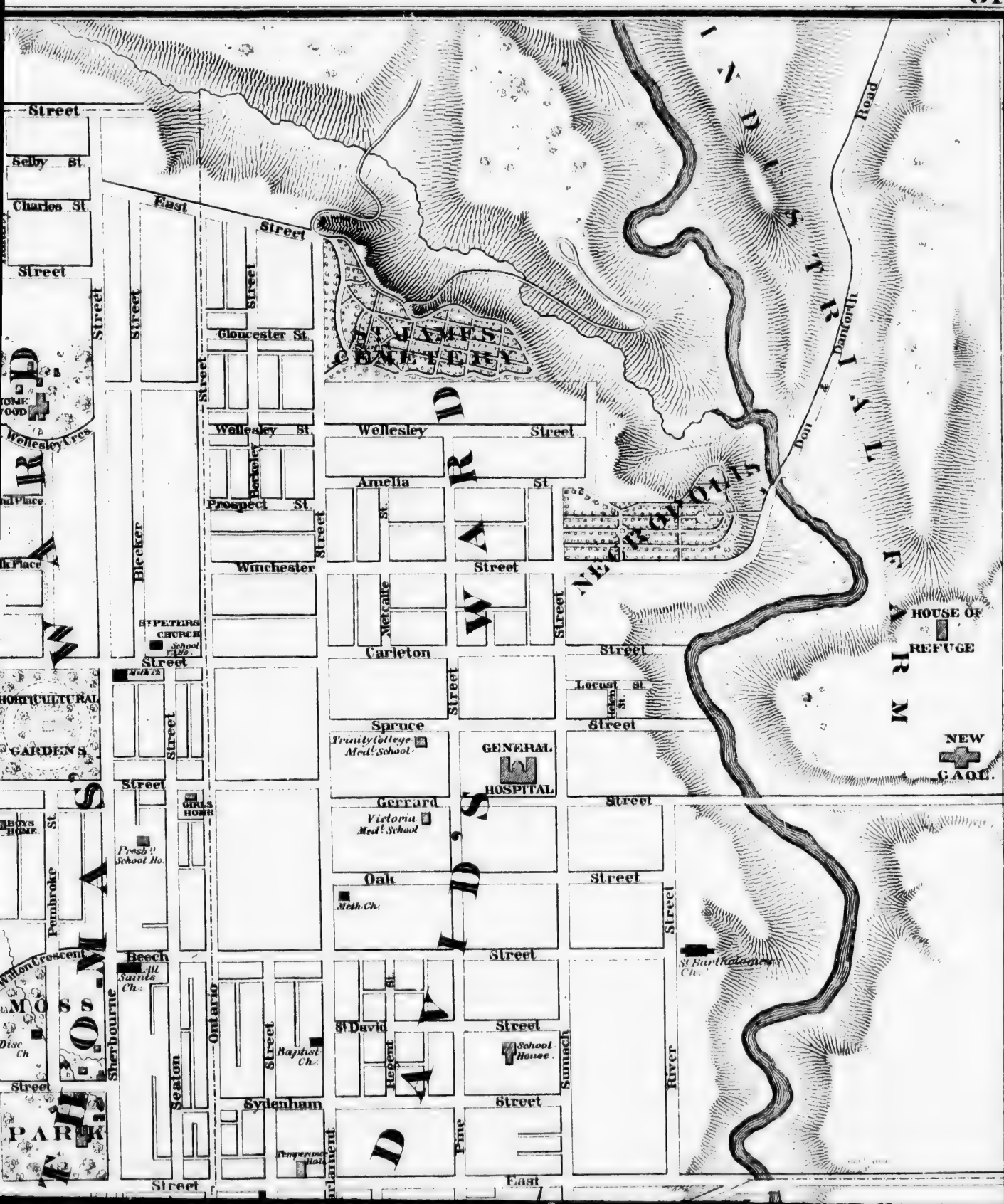
2.8
3.2
3.6
2.5
2.2
2.0
1.8
1.6
1.1
1.0

ST. STEPHEN'S WARD
Queen Street
Dundas Street
Cedar Street
College
Conway Street
Durham St.
Surrey St.
Cambridge St.
Hope
Clinton
Herbert St.
Wilton St.
Bishop
Strachan
Bond St.
Shaw
Givens
Dundas
Denison
Avenue
Street
Court
Road
Dover
Limit
Avenue
Gladstone
S. Anne's Ch.
Meth. Ch.
School Ho.
TRINITY COLLEGE
St. Matthias Ch.

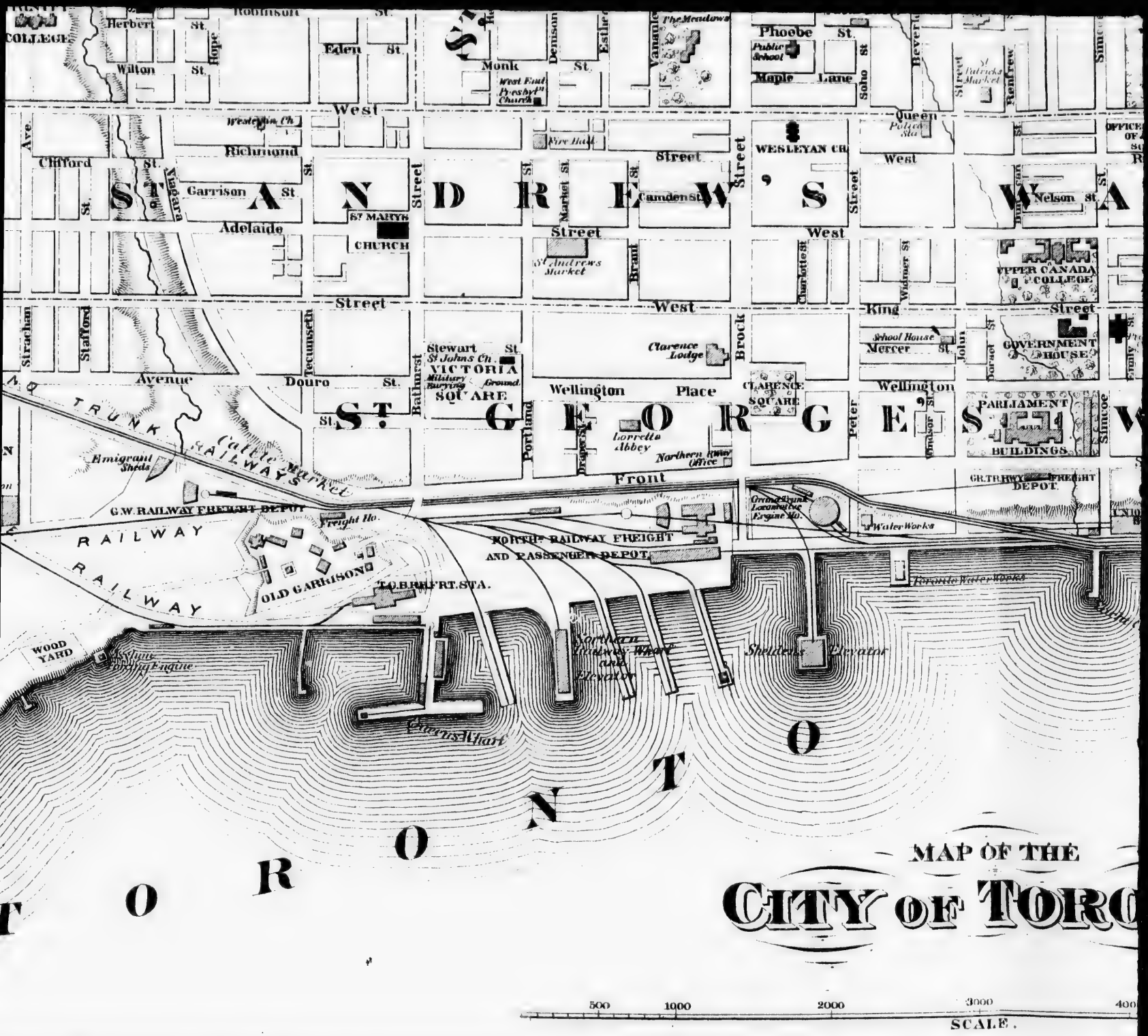

Bloor Street
Lennox St.
Heyden St.
Herrick St.
Harbord Street
Meth Church
Butler Street
Wilcocks Street
Vankoughnet St.
Russell St.
Bible Christ Ch
Baptist Ch
Public School
Kroors College
CRESCENT GARDENS
Division St
Parkhurst
Pen drawer
UNIVERSITY
COLLEGE
Volunteer Monument
MEDICAL SCHOOL
MAGNETIC OBSERVATORY
College Street
Presby Ch
St Stephens Ch
School H
Conway Street
Oxford St
Augustus St
Cambridge St
Nassau St
Bellevue
Baldwin St
St Andrews St
Arthur Street
Belle Vue
Cecil Street
Baldwin Street
D'Arcy Street
Water Works
Meth Ch
St Patricks
The Hall
High St
Charles St
Orphans Home
Sullivan St
Public Baths
Phoebe St
Public School
Maple Lane
Grange Road
St Georges School
ST GEORGES SQUARE
R.C. St Patricks Ch
Anderson St
Howell St
Ord St
Murray St
William Henry
William
Simcoe
Rendrew
St Patricks Market
Queen
West
Durham St
Surrey St
Hampton St
Street
Hope
Clinton
Lumley
Moter
Markham
Bathurst
Strachan
Bishop
Herbert St
Wilton St
Robinson St
Eden St
Monk St
West End Presbyt Church
Leonard St
Bear St
Pickle St
Ave.
Court St
Bellevue
Lippincott
Borden
Brunswick
Major
Robert
Huron
St George
Spadina
Ross St
Hayden
Esther
Denison
Eleanor St
Rooney St
Yanauley
The Meadows
Beverley
Soho St
TRINITY COLLEGE
St Matthias Ch

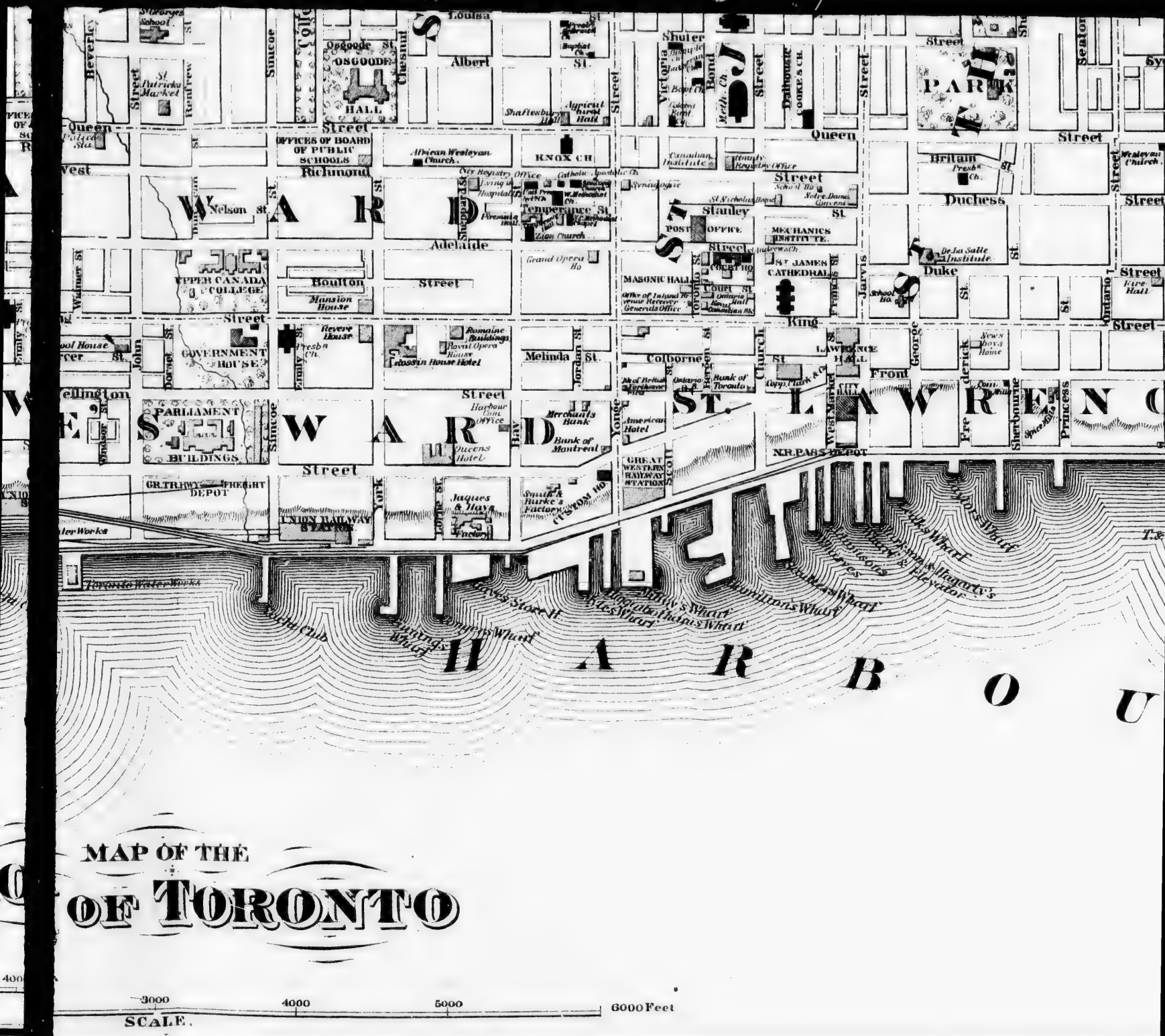


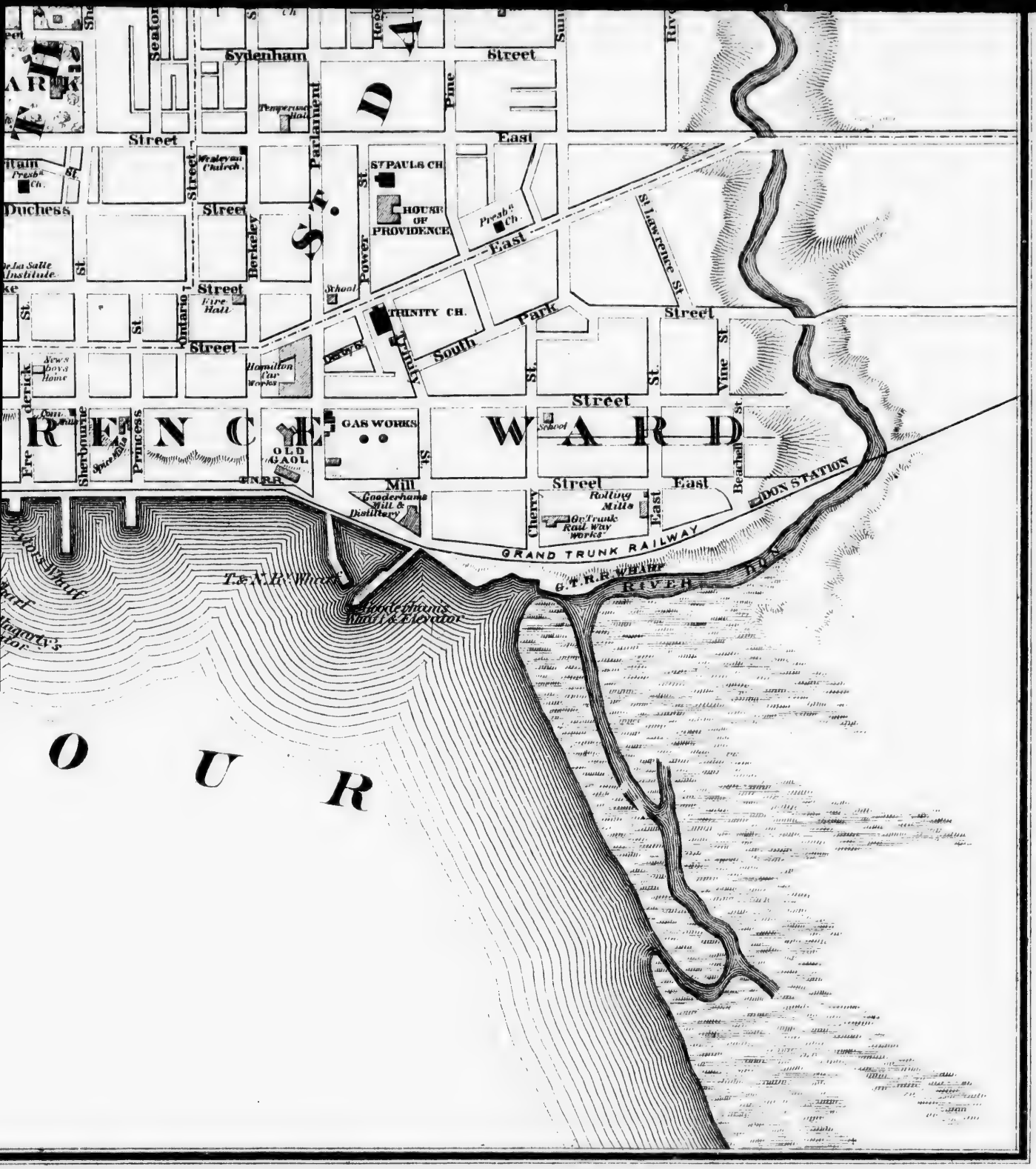
Ch. of Redeemer
Bloor
Street
St. Pauls Church
Sultan St.
Heyden St.
Presb. Ch.
Czar St.
Albany St.
Charles St.
Selby St.
Charles St.
East
Marys St.
St. Bazil Church
Reservoir
Isabella
Street
St. Clements
Gloucester St.
St. Josephs
University
Queen's
Park
College
Volunteer Monument
Medical School
Magnetic Observatory
St. Albans St.
St. Joseph's Convent
Wellesley St.
Wellesley Cres.
Home Wood
Brebauf
St. Lukes Ch.
Maitland St.
Maitland Place
Grosvenor St.
Alexander St.
Suffolk Place
Bapt. Church
Northern Congregational Ch.
Fire Hall
Greenville St.
Wood St.
St. Peters Church
School Ho.
Bleeker
Carleton
Yonge
Church
Jarvis
Sherbourne
Ontario
Wykeham Lodge
Buchanan St.
Ann St.
McGill St.
High School
Horticultural Gardens
Hayter
Holy Trinity Sisterhood
Gerrard
Model School
Normal School
Girls Home
Boys Home
Walton St.
Meth. Ch.
Gould St.
Unitarian Church
Pembroke
Presb. School Ho.
Ord St.
Christopher St.
Holy Trinity Chapel
William Henry
Murray
Howell St.
Elm
House of Industry
R.C. Bishops Ch.
Edward
Bible Christn. Ch.
Anderson St.
Agnes
St. Georges Square
Grange Road
Crookshank
Walton Crescent
Beech
All Saints Ch.
Moss Park
Alice St.
Church of Holy Trinity
Trinity St.
Wesleyan Ch.
Centre
St. Elizabeth
Teraulay
Louisa
St. Michaels Ch.
Mutual
Disc. Ch.
Seaton
St. Georges School
Beverley
Baths
Osgoode St.
Osgoode Hall
Chestnut
Albert St.
Shuter
Victoria
Bond
Dalhousie
Cooke's Ch.
Meth. Ch.
Bapt. Ch.
St. Patricks Market
Renfrew
Simcoe
College
University
Avenue
St. George
Street
Queen
Shaftesbury Hall
Agricultural Hall
Ward

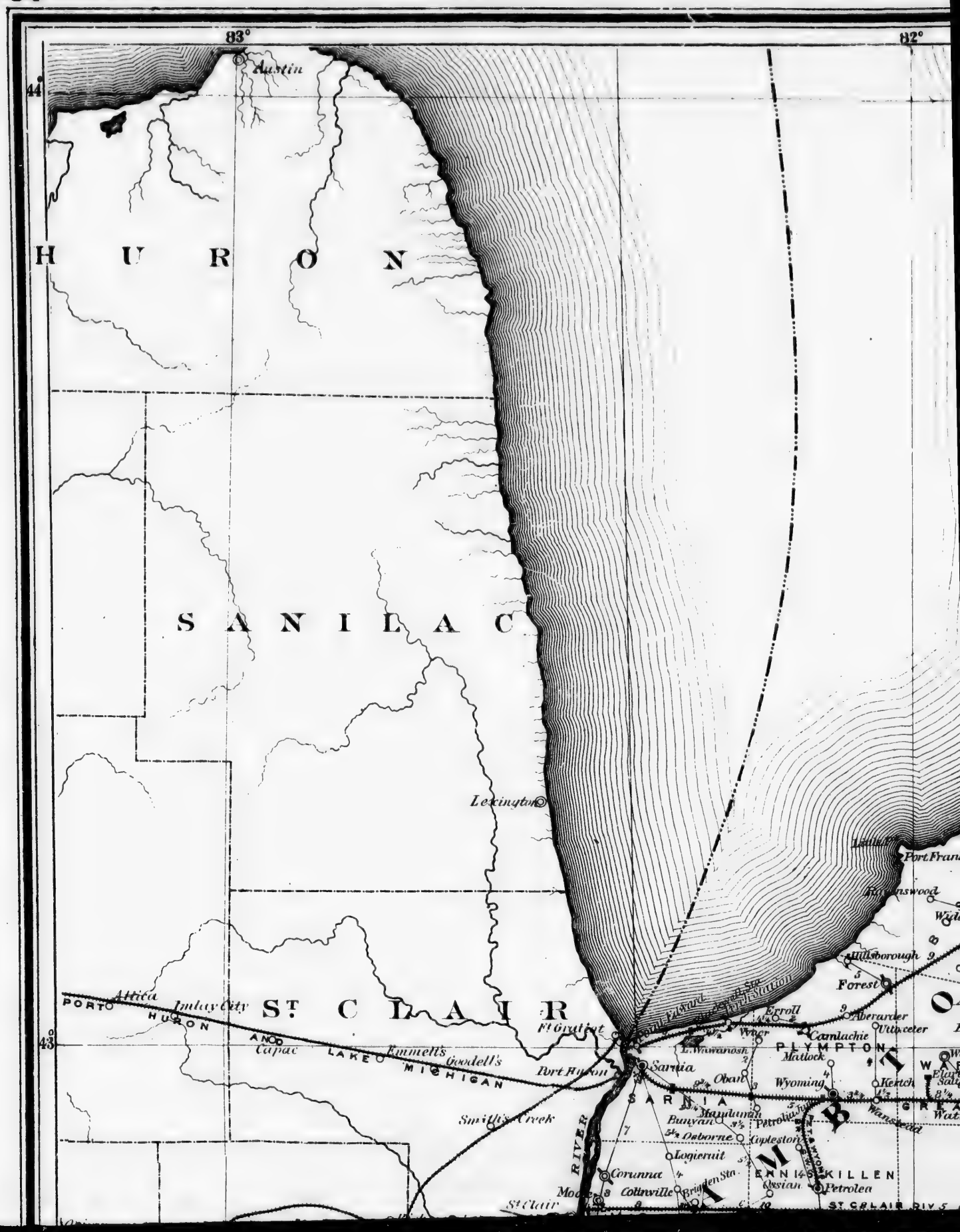

Street
Selby St.
Charles St.
East
Street
Street
Street
Street
Street
Gloucester St.
ST JAMES
CEMETERY
Wellesley Cres.
Wellesley St.
Wellesley
Street
Berkeley
Amelia
St.
Prospect St.
Winchester
Street
Bleeker
Metcalfe
Street
Carleton
Street
Locust St.
Spruce
Street
Trinity College
Med. School
GENERAL
HOSPITAL
Gerrard
Victoria
Med. School
Oak
Street
Meth. Ch.
Beech
All
Saints
Ch.
Street
St David
Street
Baptist
Ch.
School
House
Sydenham
Street
Temperance
Hall
Pine
East
Street
Sherbourne
Sexton
Ontario
Sumach
River
Parliament
Pembroke
St.
Boys
Home
Girls
Home
Presb.
School Ho.
Meth. Ch.
St Bartholomew's
Ch.
HORTICULTURAL
GARDENS
MOSS
PARK
Disc.
Ch.
Wellington Crescent
Nd Place
lk Place
GONE
WOOD
ST PETERS
CHURCH
School
Ho.
Don
Danforth
Road
HOUSE OF
REFUGE
NEW
GAOL

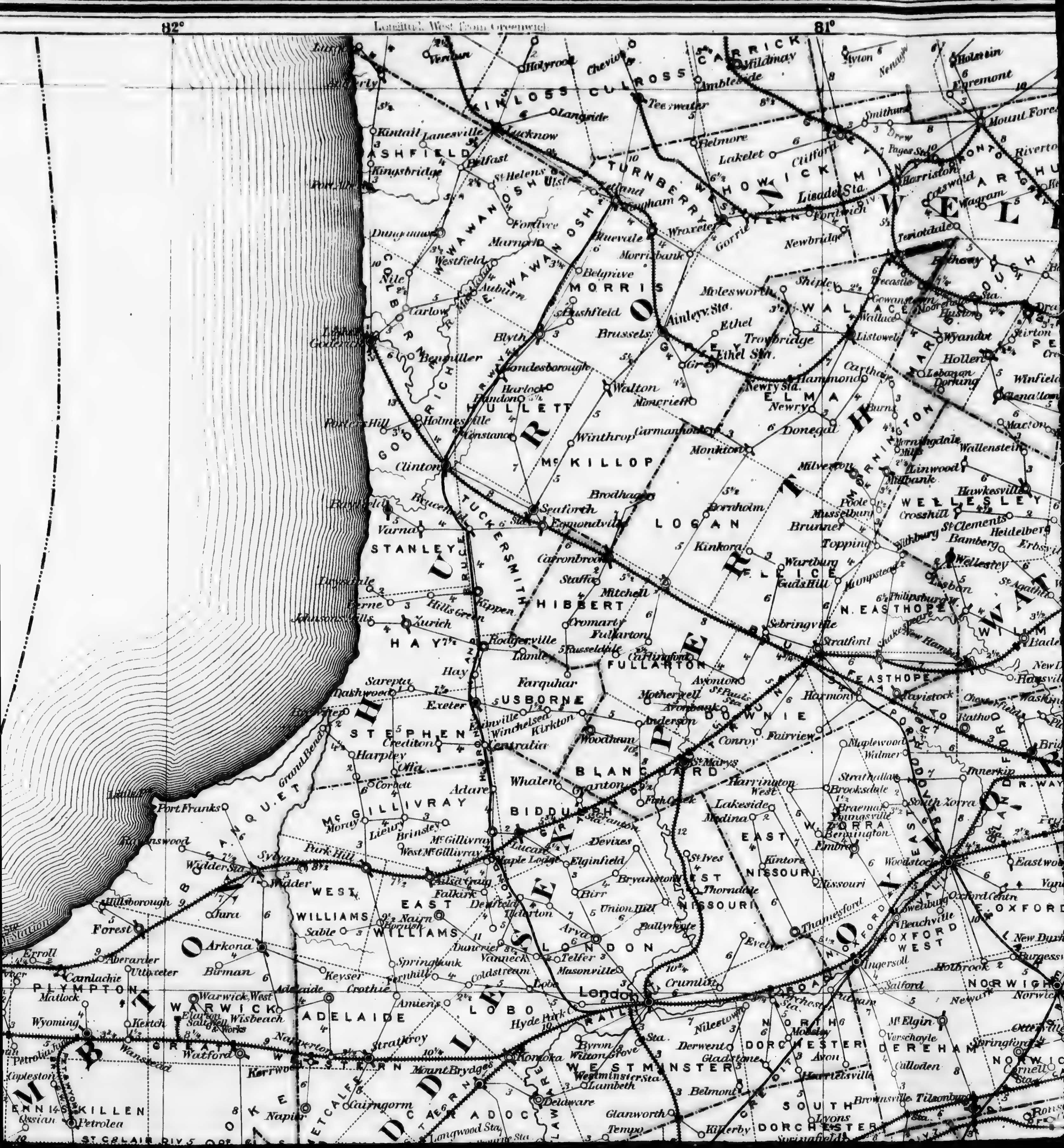
Glads
St.
Dun
Shaw
Bond St.
TRINITY
COLLEGE
Herbert
St.
Hope
Wilton
St.
Queen
Street
City
LUNATIC ASYLUM
Ave.
Clifford
St.
Niagara
Garrison
PROVINCIAL EXHIBITION
BUILDING
AND
GROUNDS.
King
Strachan
Stafford
Wellington
Avenue
TORONTO GREY AND BRUCE RAILWAY
GRAND TRUNK RAILWAY
GREAT WESTERN RAILWAY
GARRISON COMMON
West
CENTRAL PRISON
Steel & Iron Works
Emigrant Sheds
G.W. RAILWAY FREI
WOOD YARD
Engine
NEW GARRISON
Garrison Wharf
T O


MAP OF THE
CITY OF TORONTO
ST. ANDREW'S WARD
ST. GEORGE'S WARD
TORONTO
COLLEGE
Herbert St.
Robinson St.
Wilton St.
Hope St.
Eden St.
Monk St.
Denison St.
Estlee St.
The Meadows
Phoebe St.
Public School
Maple Lane
Soho St.
Beverley St.
St. Patricks Market
Renfrew St.
Simcoe St.
West Queen West
Richmond Street West
Clifford St.
Ave.
Niagara St.
Garrison St.
Adelaide Street West
Queen Street West
Wesleyan Ch.
Fire Hall
WESLEYAN CH.
Police Sta.
OFFICE OF A. SU. R.
Camden St.
Market St.
Brant St.
Charlotte St.
Widmer St.
Nelson St.
Bathurst St.
Brock St.
Peter St.
Simcoe St.
Emily St.
Dorset St.
Jolin St.
Portland St.
Draper St.
Omsor St.
ST. MARYS CHURCH
St. Andrews Market
UPPER CANADA COLLEGE
King Street West
Stracban St.
Stafford St.
Tecumseth St.
Stewart St.
St. Johns Ch.
VICTORIA SQUARE
Military Burying Ground
Clarence Lodge
School House
Mercer St.
GOVERNMENT HOUSE
Avenue
Douro St.
Wellington Place
CLARENCE SQUARE
Wellington St.
PARLIAMENT BUILDINGS
Loretto Abbey
Northern Ry. Office
Emigrant Sheds
Cattle Market
TRUNK RAILWAY
Front St.
GR. TRWY. FREIGHT DEPOT
G.W. RAILWAY FREIGHT DEPOT
Freight Ho.
Grand Trunk Locomotive Engine Ho.
Water Works
NORTH. RAILWAY FREIGHT AND PASSENGER DEPOT
RAILWAY
RAILWAY
OLD GARRISON
T.O.B.R.R.F.R.T. STA.
Toronto Water Works
WOOD YARD
Asylum Pumping Engine
Northern Railway Wharf and Elevator
Shuldens Elevator
Queens Wharf
500
1000
2000
3000
SCALE.

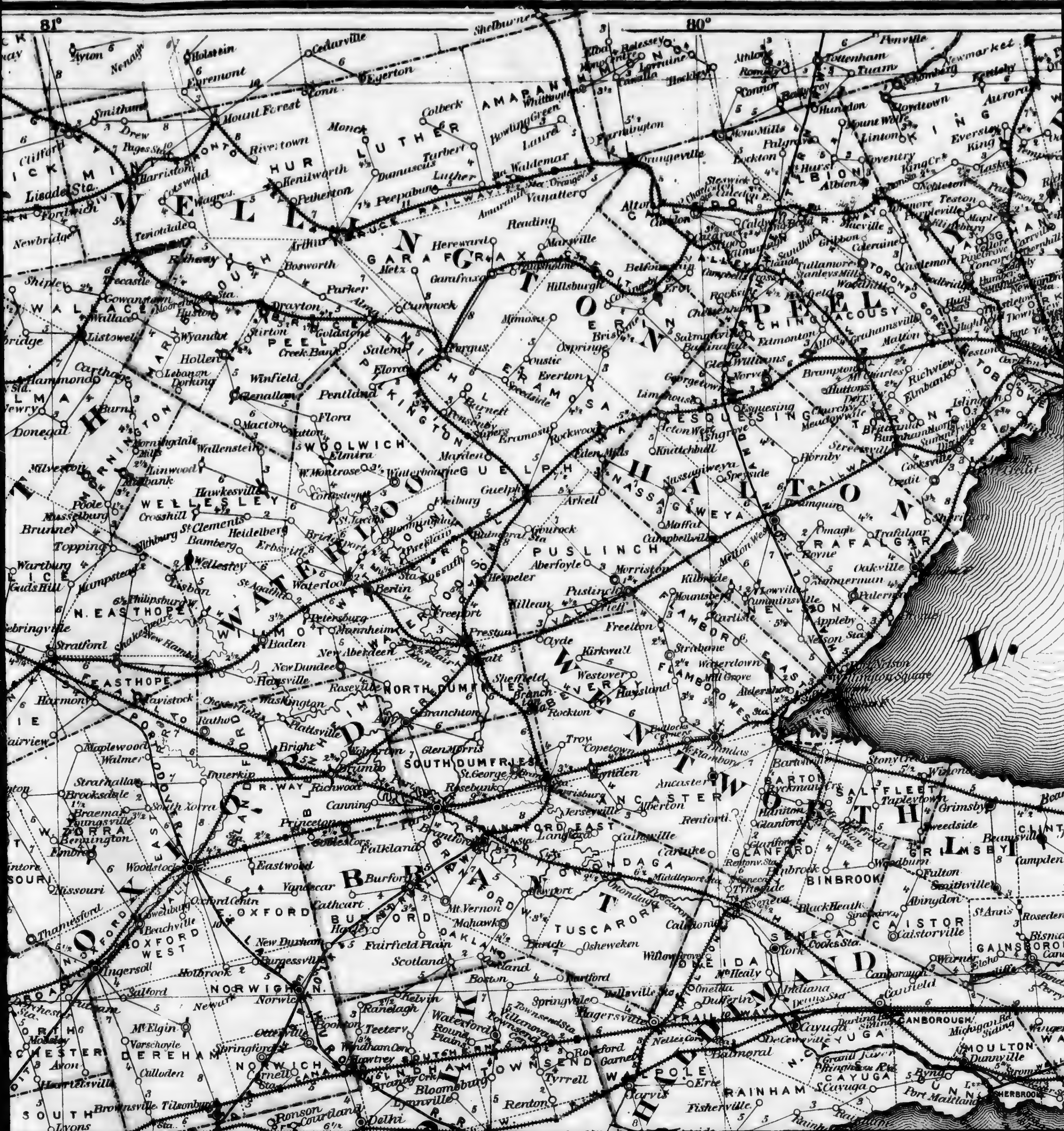

MAP OF THE
OF TORONTO
WARD
EASTERN WARD
ST. LAWRENCE
HARBOUR
Queen Street
Richmond Street
Adelaide Street
Wellington Street
Front Street
King Street
Queen Street
Duke Street
Duchess Street
Britain Street
Albert St.
Louisa St.
Shuter St.
Stanley St.
Colborne St.
Melinda St.
Boulton Street
Nelson St.
Temperance St.
Sheppard St.
Victoria St.
Bond St.
Dalhousie St.
Jarvis St.
Sherbourne St.
Princess St.
Ontario St.
Simcoe St.
Yonge St.
Bay St.
Church St.
Berkeley St.
Parliament St.
Sherbourne St.
Osgoode St.
Chestnut St.
Beverley St.
Spadina Ave.
Dundas St.
Queen St.
Lake Ontario
Toronto Water Works
Gas Works
Yacht Club
Lumber Wharf
Cribb's Wharf
Gooderham's Wharf
Mill's Wharf
Hamilton's Wharf
Hughes's Wharf
Harbour Elevator
Harbour Elevator
Lower Wharf
Upper Wharf
Harbour Commissioners Office
Queens Hotel
Merchants Bank
Bank of Montreal
American Hotel
Bank of Toronto
Grand Opera Ho
Mansion House
Revere House
Rossin House Hotel
Royal Opera House
Romaine Buildings
Presbn Ch.
Knox Ch
Osgoode Hall
Agricul Hall
Shaftesbury Hall
African Wesleyan Church
Offices of Board of Public Schools
St Patricks Market
St Georges School
Baptist Ch
Methodist Ch
Canadian Institute
City Registry Office
Living Hospital
Temperance Hall
Zion Church
Grand Opera Ho
Post Office
Court Ho
Mechanics Institute
St James Cathedral
Masonic Hall
Office of Inland Revenue Receiver Generals Office
Ontario Hall
Canadian Bk
Bank of British North America
Ontario Bk
Bank of Toronto
City Hall
Lawrence Hall
Copp, Clark & Co
Upper Canada College
Government House
Parliament Buildings
Gr. Trk. Wy. Freight Depot
Union Railway Station
Great Western Railway Station
N.R. Pass. Depot
Custom Ho
Smith & Burke's Factory
Jaques & Hay's Factory
Jarvis Street
Yorkville
Rosedale
Deer Park
Cabbagetown
Riverdale
Leslieville
Ward's Island
Toronto Island
Hanlan's Point
Gibraltar Point
Scale
3000
4000
5000
6000 Feet


Sydenham
Street
Temperance Hall
Parliament
Pine
East
Street
Wesleyan Church
Presb. Ch.
Duchess
Street
Berkeley
ST. LAWRENCE
ST PAUL'S CH
HOUSE OF PROVIDENCE
Presb. Ch.
St Lawrence St
East
Power
St
Dr. La Salle Institute
Ontario
Street
Fire Hall
School
TRINITY CH.
Park
Street
Street
Trinity
South
Hamilton Car Works
News Boy's Home
Vine St
Street
Sherbourne
Princess
Spice Mills
OLD GAOL
GAS WORKS
School
Beachell St
Mill
Street
East
Cherry
Rolling Mills
Gt Trunk Rail Way Works
Gooderhams Mill & Distillery
DON STATION
GRAND TRUNK RAILWAY
G.T.R. WHARF
RIVER
T. & N.R. Wharf
Goderhams Mill & Elevator
OUR


83°
82°
44°
43°
Austin
HURON
SANILAC
ST CLAIR
Lexington
Port Franks
Ravenswood
Hillsborough
Forest
Erroll
Aberarder
Uttoxeter
Wyoming
Kerrich
Wanstead
Camlachie
Matlock
PLYMPTON
Sarnia
Port Huron
Ft Gratiot
Emmett's
Goodell's
Capac
Imlay City
Attica
PORT HURON AND LAKE MICHIGAN
Oban
Mandaumin
Petrolia
Bunyan
Deborne
Copleston
Logierait
Corunna
Collinville
Moore
St Clair
Smith's Creek
RIVER
SARNIA
ENNISKILLEN
Ossian
Petrolea
Brigden Sta
ST CLAIR DIV 5



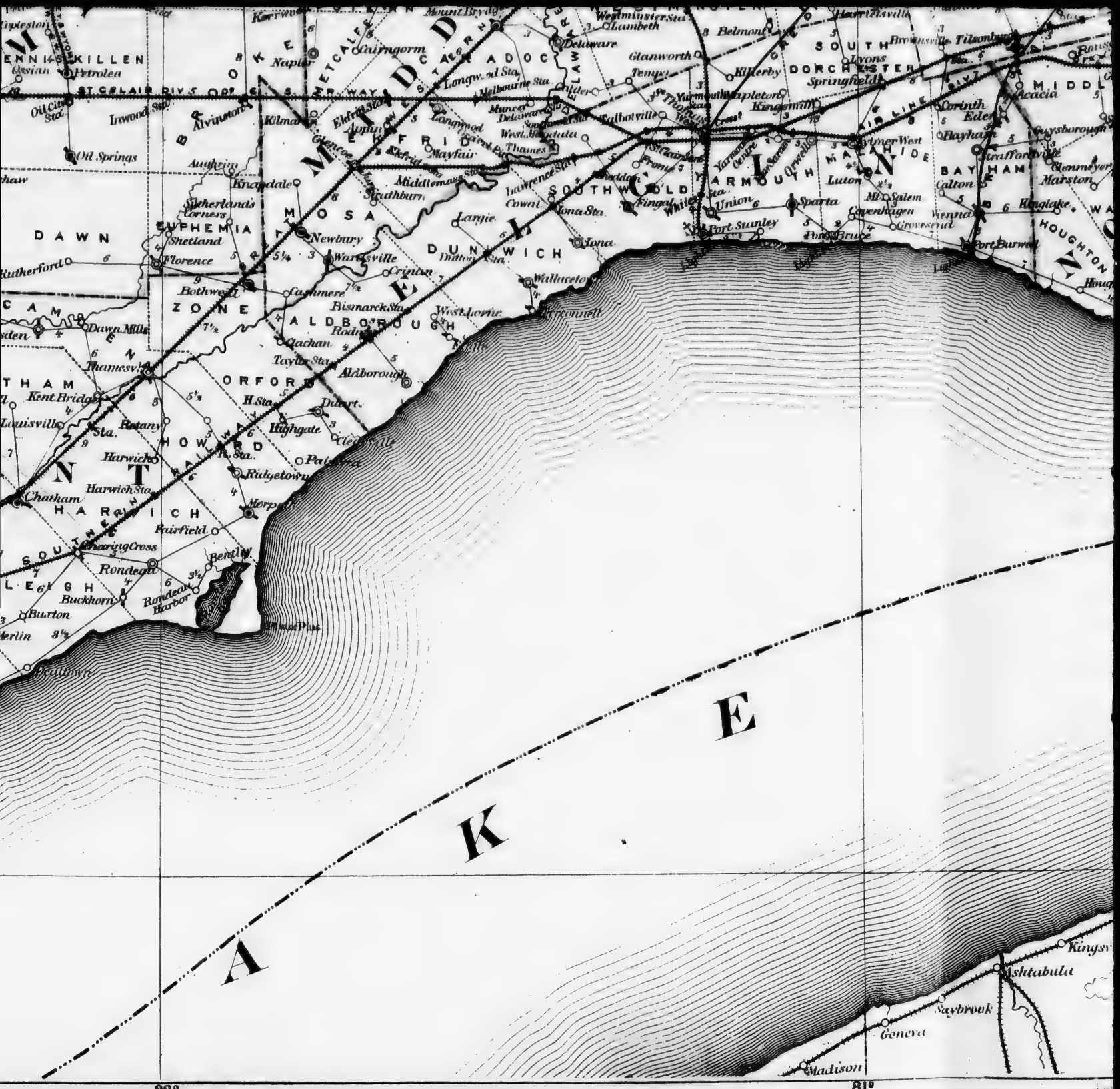
82°
Longitude West from Greenwich
81°
KINLOSS
CULROSS
CARRICK
TURNBERRY
HOWICK
ASHFIELD
WAWANOSH
COLBORNE
MORRIS
GREY
WALLACE
ELMA
WELLESLEY
HULLETT
GODERICH
McKILLOP
LOGAN
TUCKERSMITH
STANLEY
HIBBERT
ELLICE
N. EASTHOPE
S. EASTHOPE
FULLARTON
HAY
USBORNE
STEPHEN
DOWNIE
BLANCHARD
McGILLIVRAY
BIDDULPH
EAST NISSOURI
WEST NISSOURI
W. ZORRA
EAST WILLIAMS
WEST WILLIAMS
LONDON
LOBO
ADELAIDE
WARWICK
PLYMPTON
ENNISKILLEN
WESTMINSTER
NORTH DORCHESTER
SOUTH DORCHESTER
CARADOC
WEST OXFORD
NORWICH
DEREHAM
Lucknow
Goderich
Clinton
Seaforth
Mitchell
Stratford
St. Marys
Exeter
Woodstock
Ingersoll
London
Strathroy
Petrolea
Port Franks
Forest
Listowel
Brussels
Wingham
Harriston
Mount Forest
Tavistock
Thamesford
Komoka
Delaware
Lucan
Blyth
Bayfield
Zurich

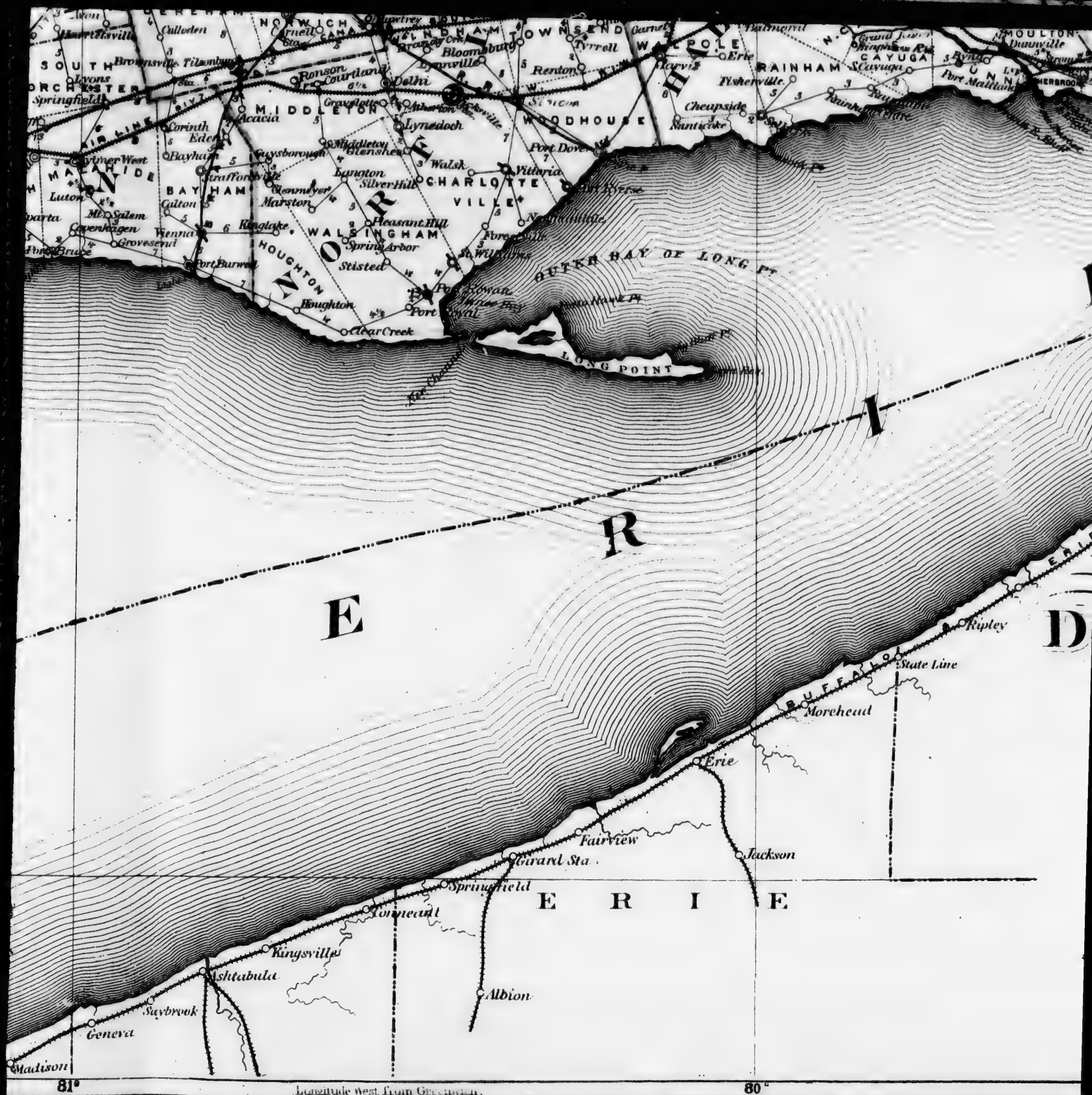


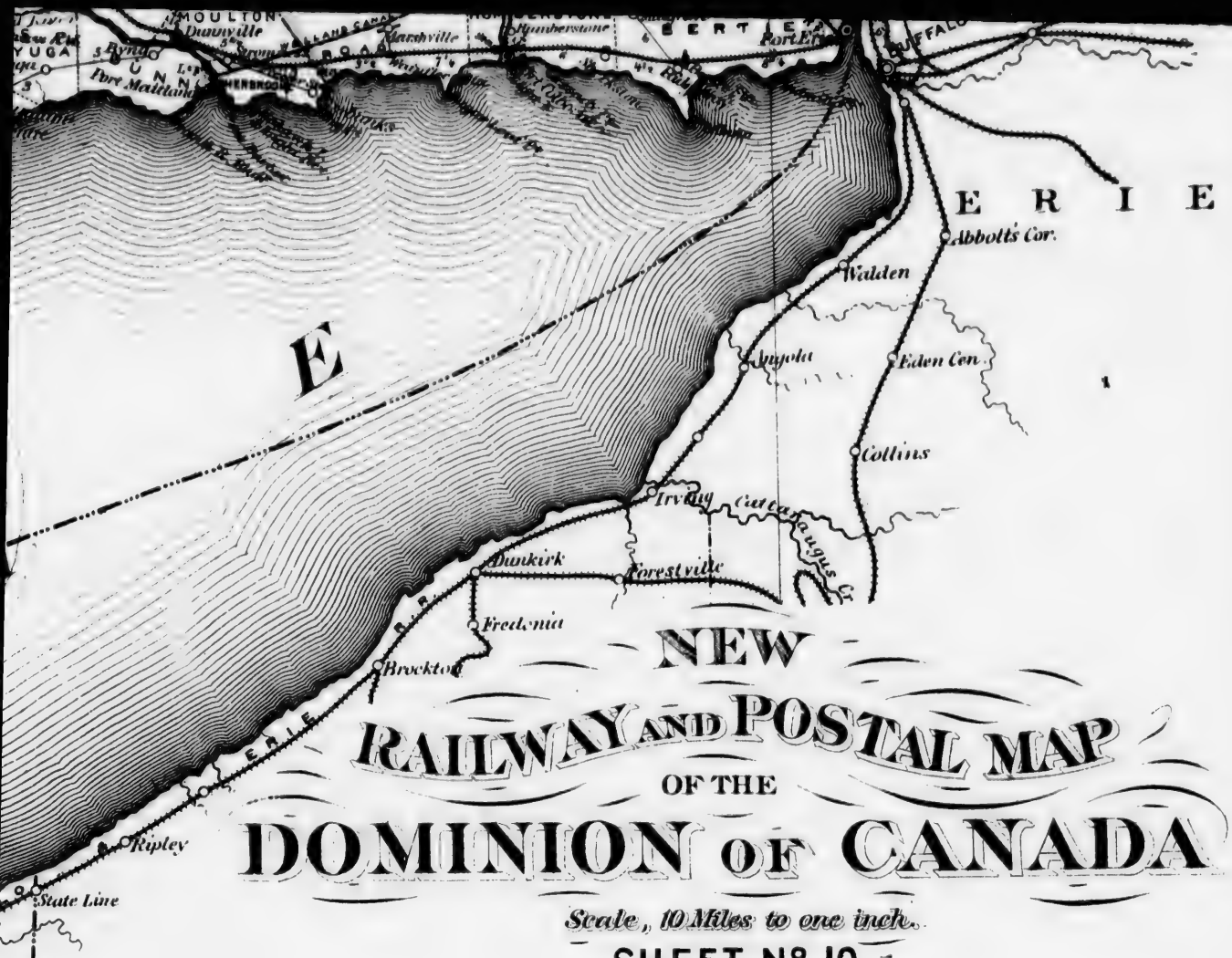
81°
80°
WELLINGTON
WATERLOO
HALTON
PEEL
WENTWORTH
BRANT
OXFORD
HALDIMAND
AMARANTH
LUTHER
GARAFRAXA
ERAMOSA
PUSLINCH
NASSAGAWEYA
ESQUESING
TRAFALGAR
WOOLWICH
WELLESLEY
WILMOT
N. EASTHOPE
EASTHOPE
NORTH DUMFRIES
SOUTH DUMFRIES
ANCASTER
SALTFLEET
GLANFORD
BINBROOK
CAISTOR
ONONDAGA
TUSCARORA
ONEIDA
SENECA
CAYUGA
CANBOROUGH
MOULTON
RAINHAM
WALPOLE
NORWICH N.
DEREHAM
OXFORD WEST
Mount Forest
Harriston
Arthur
Orangeville
Alton
Fergus
Elora
Guelph
Berlin
Waterloo
Preston
Galt
Hespeler
Stratford
Baden
Woodstock
Ingersoll
Paris
Brantford
Dundas
Burlington
Oakville
Georgetown
Brampton
Streetsville
Listowel
Drayton
Caledonia
Cayuga
Dunnville
Hagersville
Jarvis
Simcoe
Delhi
Tilsonburg
Norwich
Burford
Waterdown
Grimsby
Smithville
Beamsville
Shelburne
Tottenham
Newmarket
Aurora
King
Bolton
L.

79°
L. ONTARIO
NIAGARA
KING
WHITCHURCH
MARKHAM
PICKERING
WHITBY
DARLINGTON
CLARKE
YORK
LOUTH
CLINTON
GRIMSBY
STAMFORD
THOROLD
CAISTOR
GAINSBOROUGH
PELHAM
CROWLAND
WILLOUGHBY
WAINFLEET
HUMBERSTONE
BERTIE
MOULTON
CANBOROUGH
Newmarket
Aurora
Oak Ridges
Richmond Hill
Whitby
Oshawa
Bowmanville
Newcastle
Newtonville
Oakville
Trafalgar
Stony Creek
Winona
Grimsby
Beamsville
Jordan
Port Dalhousie
St. Catherines
Thorold
Welland
Port Colborne
Port Robinson
Chippawa
Drummondville
Clifton Ho.
Niagara City
Queenston
Lewiston
Youngstown
Wilson
Olcott
Lockport
Pekin
Tonawanda
Grand I.
Buffalo
Forks
International Bridge
Fort Erie
Black Creek
Netherby
Humberstone
Marshville
Dunnville
Port Maitland
Smithville
Fulton
Caistorville
Fonthill
Ridgeville
Bismarck
Canfield
NEW YORK CENT.
Tonawanda Cr.
Niagara River
43°

MACOMB
LAKE ST. CLAIR
ESSEX
KENT
LAMBTON
L
DETROIT
GRAND TRUNK RAILWAY
MICHIGAN SOUTHERN
CANADA SOUTHERN
ST. CLAIR RIVER
ANCHOR BAY
Walpole I.
Orion
Rome
Richmond
Lenox
Goodison
Rochester
New Haven
Milton
Utica
Mt Clemens
Brimingham
Warren
Royal
Norris
Dearborn
Windsor
Walkerville
Sandwich
WEST SANDWICH
EAST SANDWICH
MAIDSTONE
ROCHESTER
TILBURY
ANDERDON
Anderdon
Amherstburg
MALDEN
Bar Pt
COLCHESTER
Colchester
Harrow
GOSFIELD
North Ridge
Olinda
Ruthven
Kingsville
Leamington
MERSEA
Wheatley
Blytheswood
Old Montrose
ROMNEY
Essex Centre
Colchester Sta.
Vereker
Maidstone
Woodslee
Comber
Trudell
Tecumseh Sta.
Belle River
Stony Pt.
Pt. Pelee
Sombra
Wilkesport
Bradshaw
Port Lambton
Becher
Baby's Pt.
Wallaceburg
Keith
Dresden
Dawn Mills
DAWN
Rutherford
Florence
Shetland
CHATHAM
Darrell
Kent Bridge
Louisville
Oungah
Mitchells Bay
DOVER EAST
Dover South
Chatham
Harwich
Harwich Sta.
Fairfield
Charing Cross
Rondeau
Rondeau Harbor
Buckhorn
Burton
Merlin
Tilbury E.
Valetta
Edgeworth
Fletcher
Prairie Siding
Buxton Sta.
RALEIGH
Corunna
Mooretown
St. Clair
Collinville
Brigden Sta.
Logierait
Oil Springs
Petrolea
Wauburno
Birkhall
83°
82°
42°


L A K E
Port Stanley
Port Burwell
Port Bruce
Port Dalhousie
Port Colborne
Port Maitland
Port Rowan
Port Dover
Port Ryerse
Port Ryerse Light
Port Burwell Light
Port Stanley Light
Port Bruce Light
Port Maitland Light
Port Dalhousie Light
Port Colborne Light
Port Dover Light
Port Rowan Light
Port Ryerse Light
Ashtabula
Kingsville
Saybrook
Geneva
Madison
Point Pelee
Pelee Island
Leamington
Kingsville
Harrow
Essex
Ridgetown
Chatham
Wallaceburg
Tilbury
Blenheim
Dresden
Thamesville
Wheatley
Erie Beach
Erie Shore
Rondeau Harbor
Rondeau
Buckhorn
Burton
Merlin
Deadtown
Charing Cross
Fairfield
Harwich Sta.
Harwich
Bentley
Morpeth
Ridgetown
Highgate
Clearville
Paisley
Dutton
Aldborough
Rodney
Glachan
Taylor Sta.
Kent Bridge
Louisville
Botany
Bothwell
Dawn Mills
Rutherford
Florence
Shetland
Sutherland's Corners
Newbury
Wardsville
Crinton
Cashmere
Bismarck Sta.
West Lorne
Iona
Iona Sta.
Wallacetown
Dutton Sta.
Langie
Cowal
Lawrence Sta.
Middlemarch
Strathburn
Knapdale
Aughrim
Glencoe
Mayfair
Thames
West Metcalfe
Delaware
Melbourne Sta.
Longwood Sta.
Longwood
Kilmarnock
Alvinston
Oil Springs
Oil City Sta.
Irwood Sta.
Petrolea
Ossian
Napier
Kerrwood
Mount Brydges
Cairngorm
Westminster Sta.
Lambeth
Belmont
Glanworth
Temple
Killerby
Springfield
Brownsville
Tilsonburg
Lyons
Corinth
Edeline
Acacia
Kingsmill
Appleton
Talbotville
Yarmouth Centre
Sparta
Union
Fingal
Luton
Mt. Salem
Copenhagen
Grovesend
Wenna
Hayham
Kinglake
Marston
Glenmeyer
Guysborough
Graffonville
Calton
Iona Sta.
Dawn
Euphemia
Zone
Aldborough
Orford
Howard
Harwich
Chatham
Kent
Dunwich
Yarmouth
Malahide
Bayham
Houghton
Mosa
Metcalfe
Adelaide
Caradoc
Dorchester
Middlesex
Southwold
Elgin
Lambton
Essex
Kent
Wayne
Ashtabula
Lake
Erie
82°
81°


NORWICH
SOUTH
ORCHESTER
Springfield
Brownsville
Tilsonburg
Culloden
Ronson
Courtland
Delhi
Bloomburg
Renton
Tyrrell
WALPOLE
Erie
RAINHAM
CAYUGA
MOULTON
Dunnville
Port Maitland
Fisherville
Cheapside
Nanticoke
Port Dover
MIDDLETON
Acacia
Corinth
Eden
Lynedoch
WOODHOUSE
Middleton
Glenshee
Walsh
Vittaria
Port Burwell
Hayham
Straffordville
Guysborough
Langton
Silver Hill
CHARLOTTE
VILLE
BAYHAM
Luton
Calton
Glenmeyer
Marston
Kinglake
Pleasant Hill
WALSINGHAM
Spring Arbor
Stisted
HOUGHTON
Houghton
Port Rowan
Clear Creek
OUTER BAY OF LONG PT
LONG POINT
E
R
I
E
Ripley
State Line
Morehead
Erie
Fairview
Girard Sta.
Jackson
Springfield
Ashtabula
Albion
Savbrook
Geneva
Madison
81°
80°
Longitude West from Greenwich.



NEW RAILWAY AND POSTAL MAP OF THE DOMINION OF CANADA

Scale, 10 Miles to one inch.

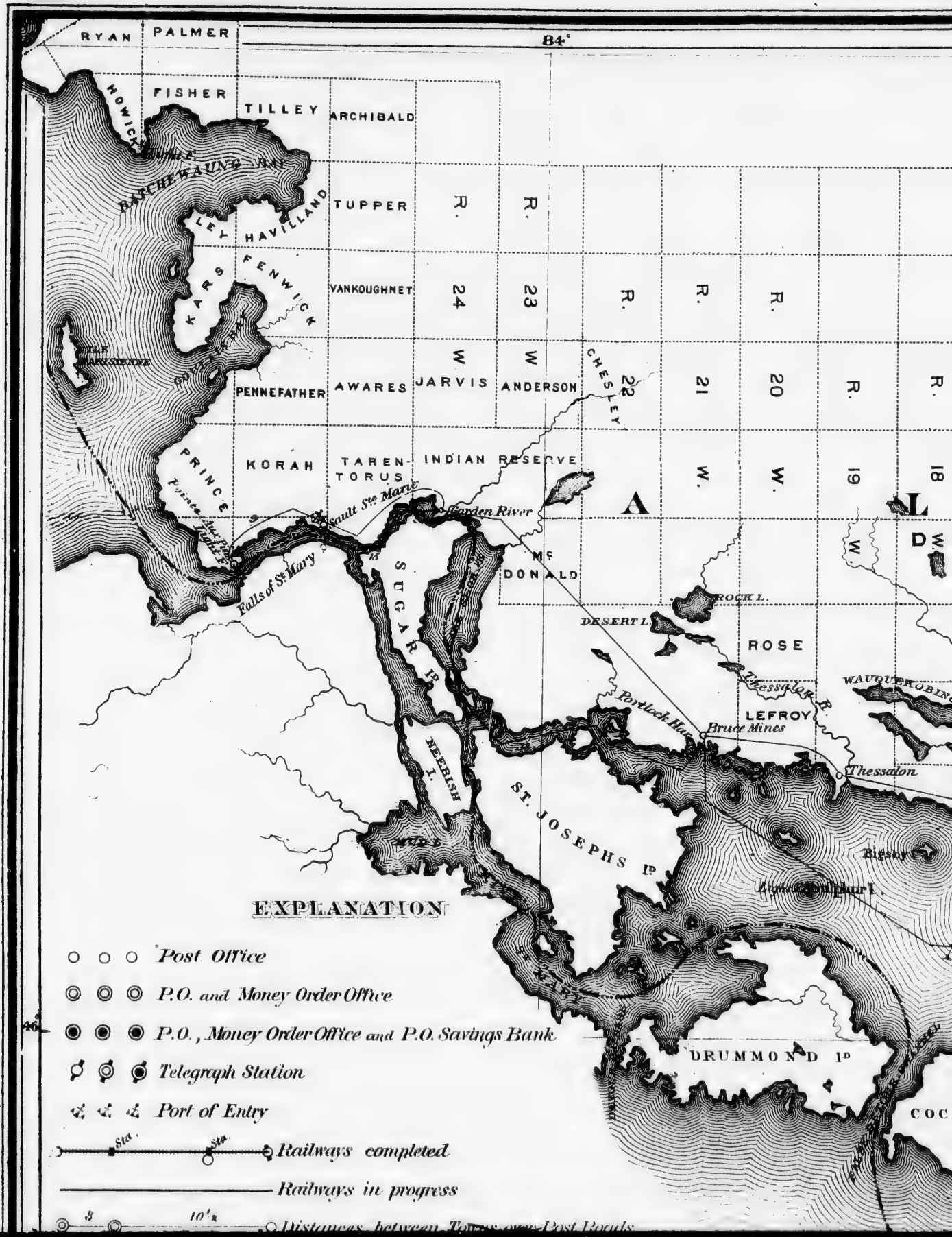
SHEET No 10.

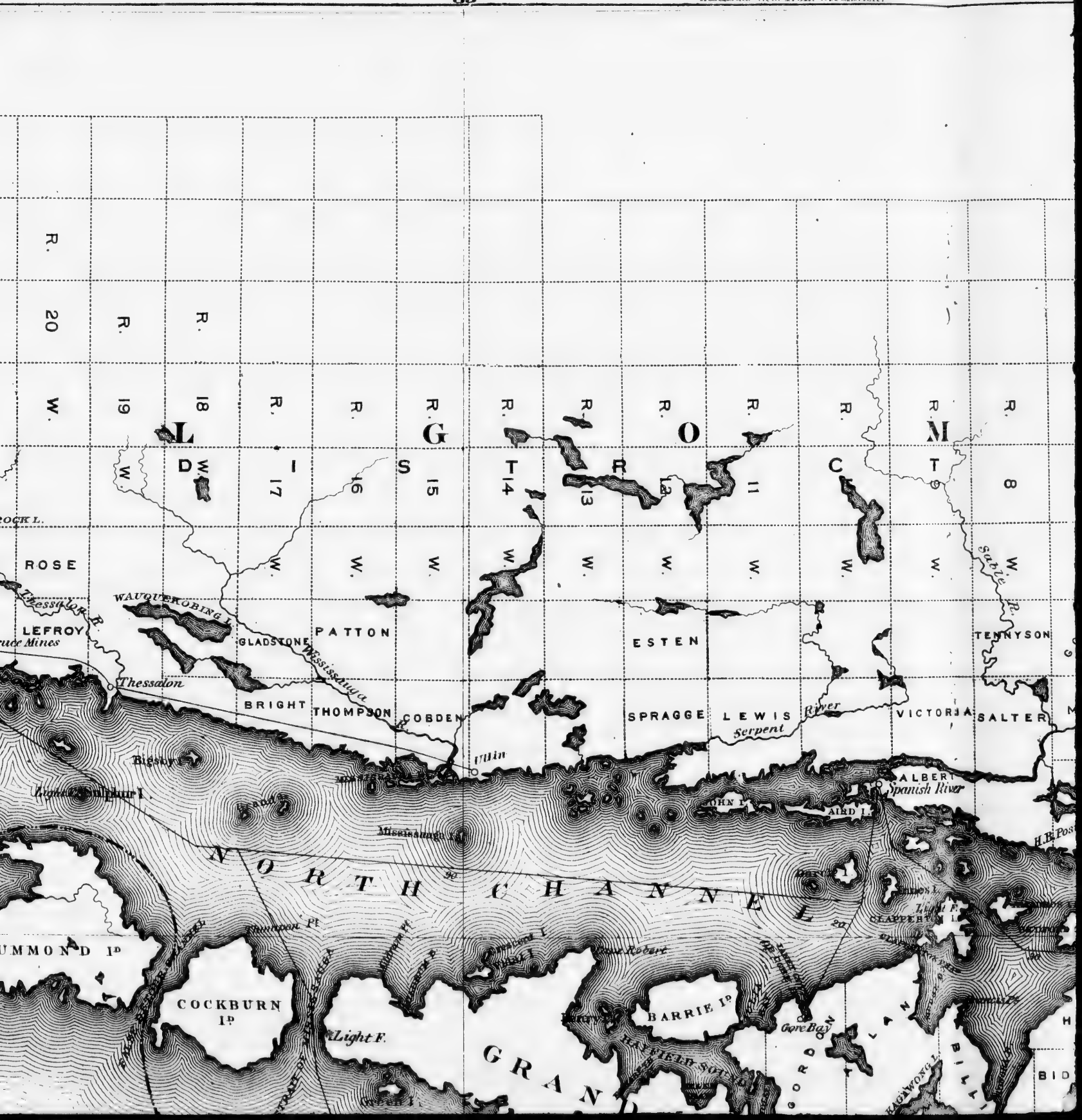
EXPLANATION

- *Post Office*
- *P.O. and Money Order Office*
- *P.O., Money Order Office and P.O. Savings Bank*
- *Telegraph Station*
- *Port of Entry*
- *Railways completed*
- *Railways in progress*
- *Distances between Towns over Post Roads*

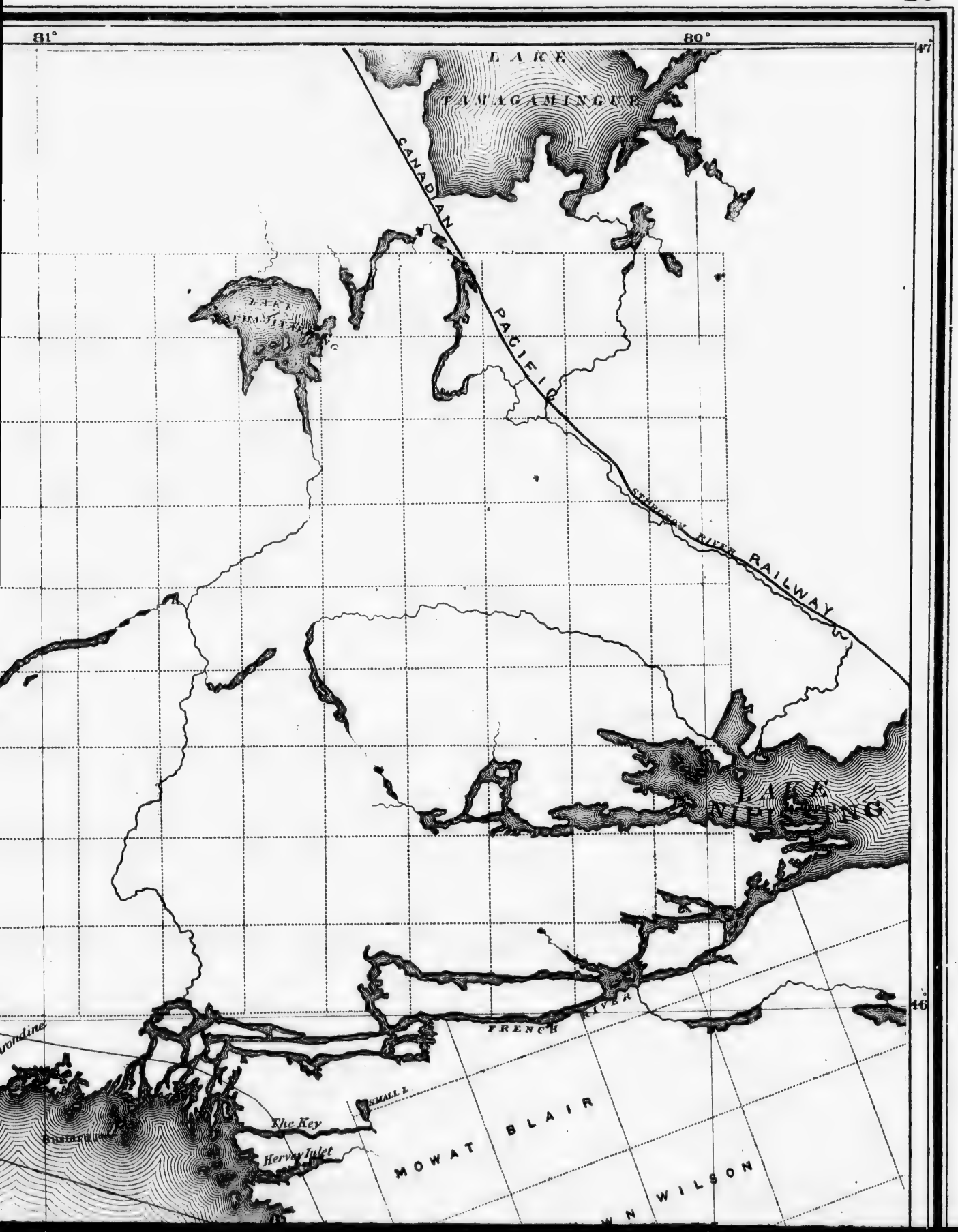
42°

79°


84°
RYAN
PALMER
FISHER
TILLEY
ARCHIBALD
HOWICK
BATCHEWAUNG BAY
TUPPER
HAVILLAND
FENWICK
VANKOUGHNET
PENNEFATHER
AWARES
JARVIS
ANDERSON
CHESLEY
KORAH
TARENTORUS
INDIAN RESERVE
PRINCE
Sault Ste Marie
Garden River
Falls of St Mary
SUGAR Ip
McDONALD
DESERT L.
ROCK L.
ROSE
LEFROY
Bruce Mines
Thessalon
NEEBISH I.
ST. JOSEPHS Ip
Bigsby
DRUMMOND Ip
R. 24 W
R. 23 W
R. 22 W
R. 21 W
R. 20 W
R. 19 W
R. 18 W
46°
EXPLANATION
Post Office
P.O. and Money Order Office
P.O., Money Order Office and P.O. Savings Bank
Telegraph Station
Port of Entry
Railways completed
Railways in progress
Distances between Towns over Post Roads


83°
Longitude West from Greenwich.
R. 20 W.
R. 19 W.
R. 18 W.
R. 17 W.
R. 16 W.
R. 15 W.
R. 14 W.
R. 13 W.
R. 12 W.
R. 11 W.
R. 10 W.
R. 9 W.
R. 8 W.
L D I S T R I C T O F M U S K O K A
ROSE
LEFROY
WAUQUEKOBING L.
GLADSTONE
PATTON
ESTEN
TENNYSON
Thessalon R.
Thessalon
Mississauga R.
Sable R.
BRIGHT
THOMPSON
COBDEN
SPRAGGE
LEWIS
Serpent River
VICTORIA
SALTER
Bigsby I.
Mississauga I.
Spanish River
AIRD I.
JOHN I.
NORTH CHANNEL
Simpson Pt.
Robert
COCKBURN I.
BARRIE I.
Gore Bay
Light F.
HANFIELD SOUND
GRAND
GORDON
BID

Greenwich.
82°
81°
R. 9 W.
R. 8 W.
R. 7 W.
R. 6 W.
R. 5 W.
R. 4 W.
R. 3 W.
R. 2 W.
R. 1 W.
M
A
Sable R.
TENNYSON
GOUSH
SHAKES-PEARE
BALDWIN
VICTORIA
SALTER
MAY
Spanish River
HALLAM
MERRITT
ROUND L.
RAT L.
MUD LAKE
LAKE PENANCE
ALBERT
Spanish River
H.B. Post
Wallace Mine
White Fish R.
PENINSULA
CARLYLE
CLOCHE I.
Cloche L.
Collin's Bay
Killarney
Bell Rock Light
Point Aux Girondine
Light
Little Current
HOWLAND
Sheguiandah
BIDWELL
SHEGUIANDAH
Papoose I.


81°
80°
47°
46°
LAKE
TAMAGAMINGUE
CANADIAN
PACIFIC
RAILWAY
LAKE
NIPISSING
FRENCH
RIVER
SMALL L.
The Key
Hervey Inlet
MOWAT
BLAIR
WILSON

Railways in progress

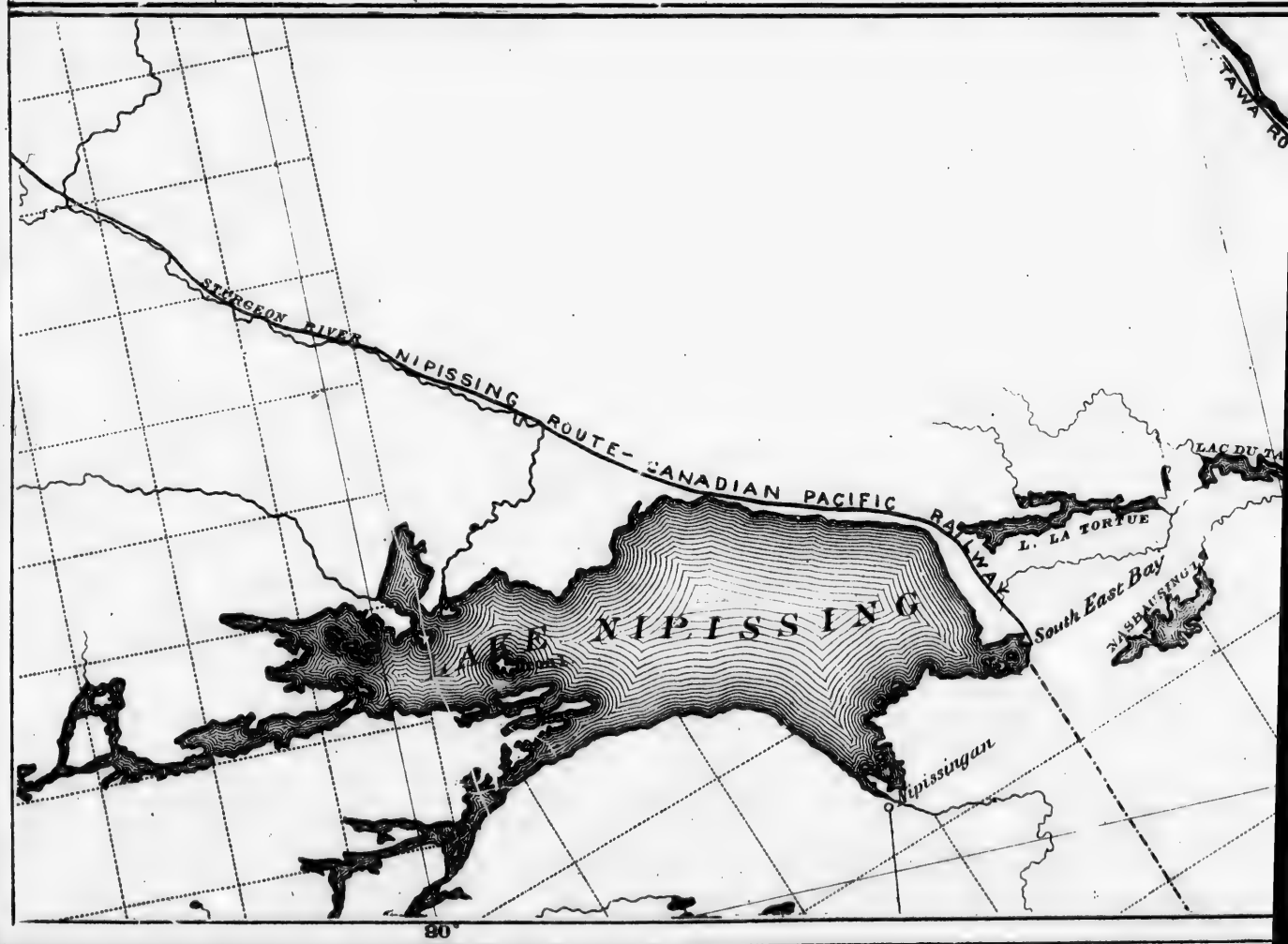
3 10½ Distances between Towns over Post Roads.

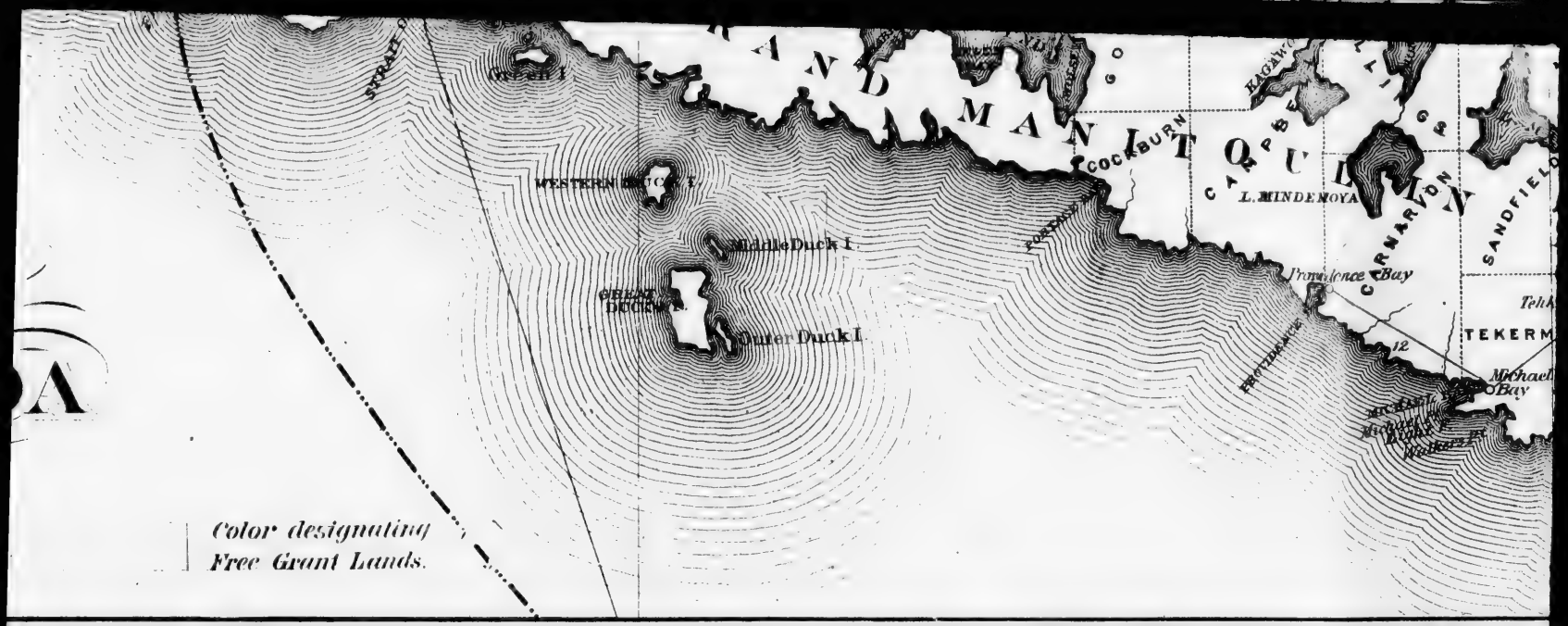
NEW RAILWAY AND POSTAL MAP OF THE DOMINION OF CANADA

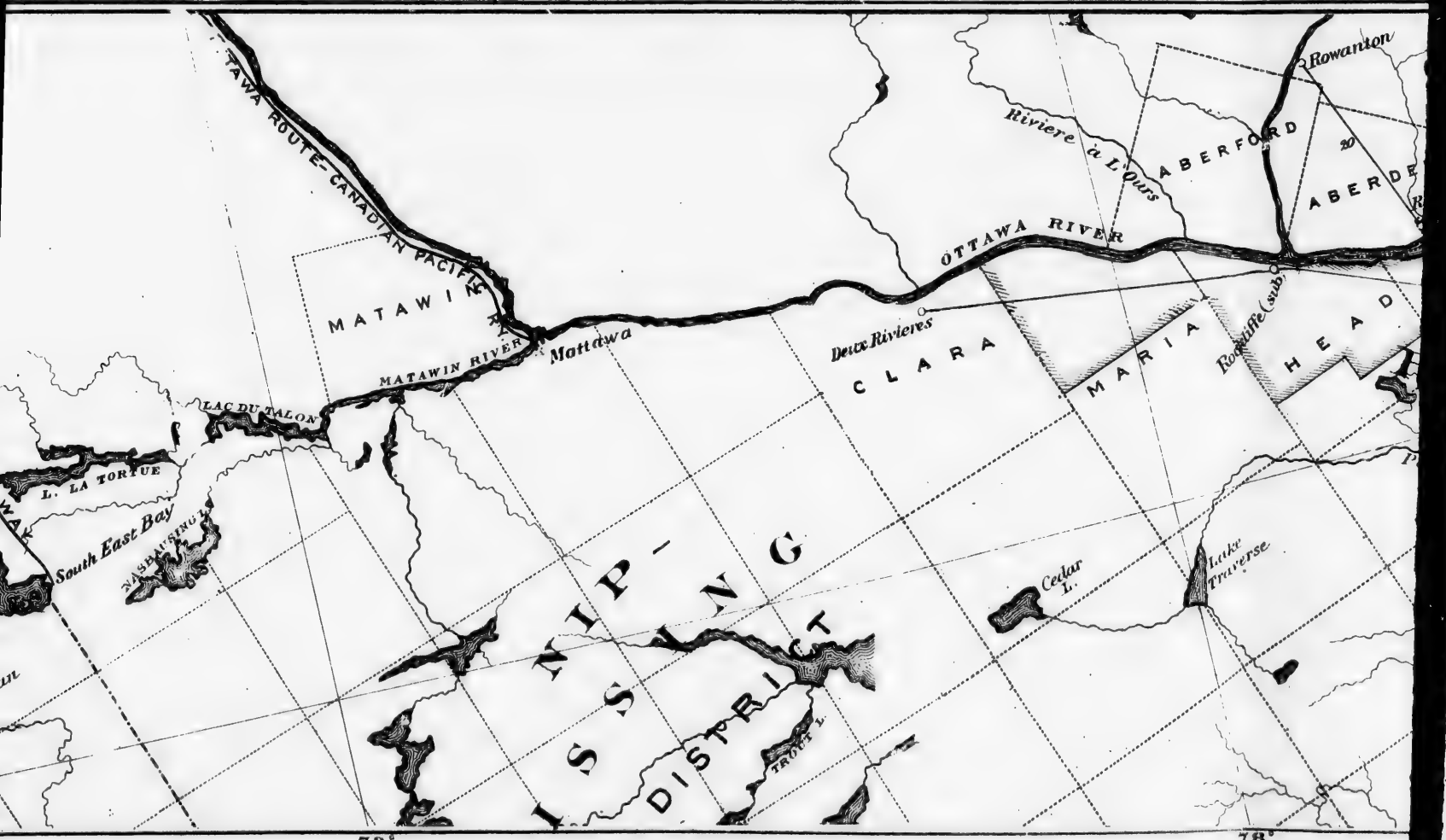
Scale, 10 Miles to one inch.

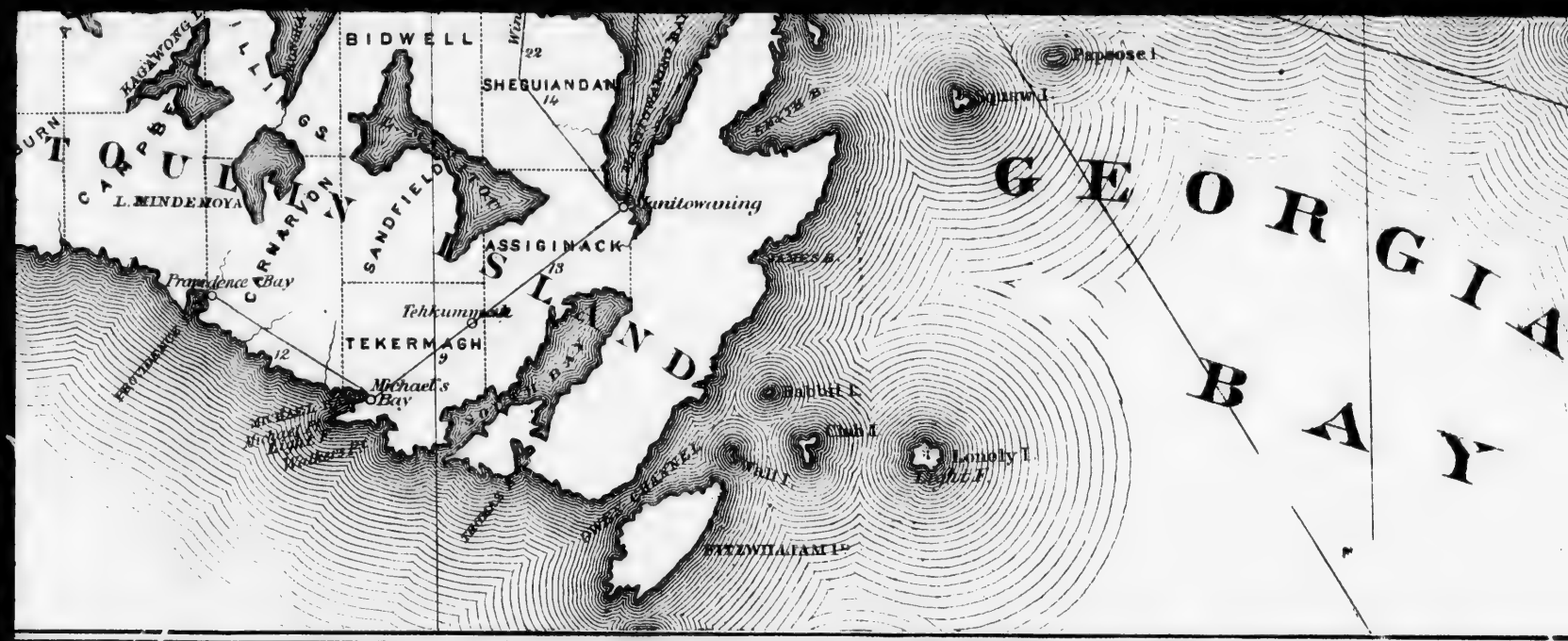
SHEET No. 11.

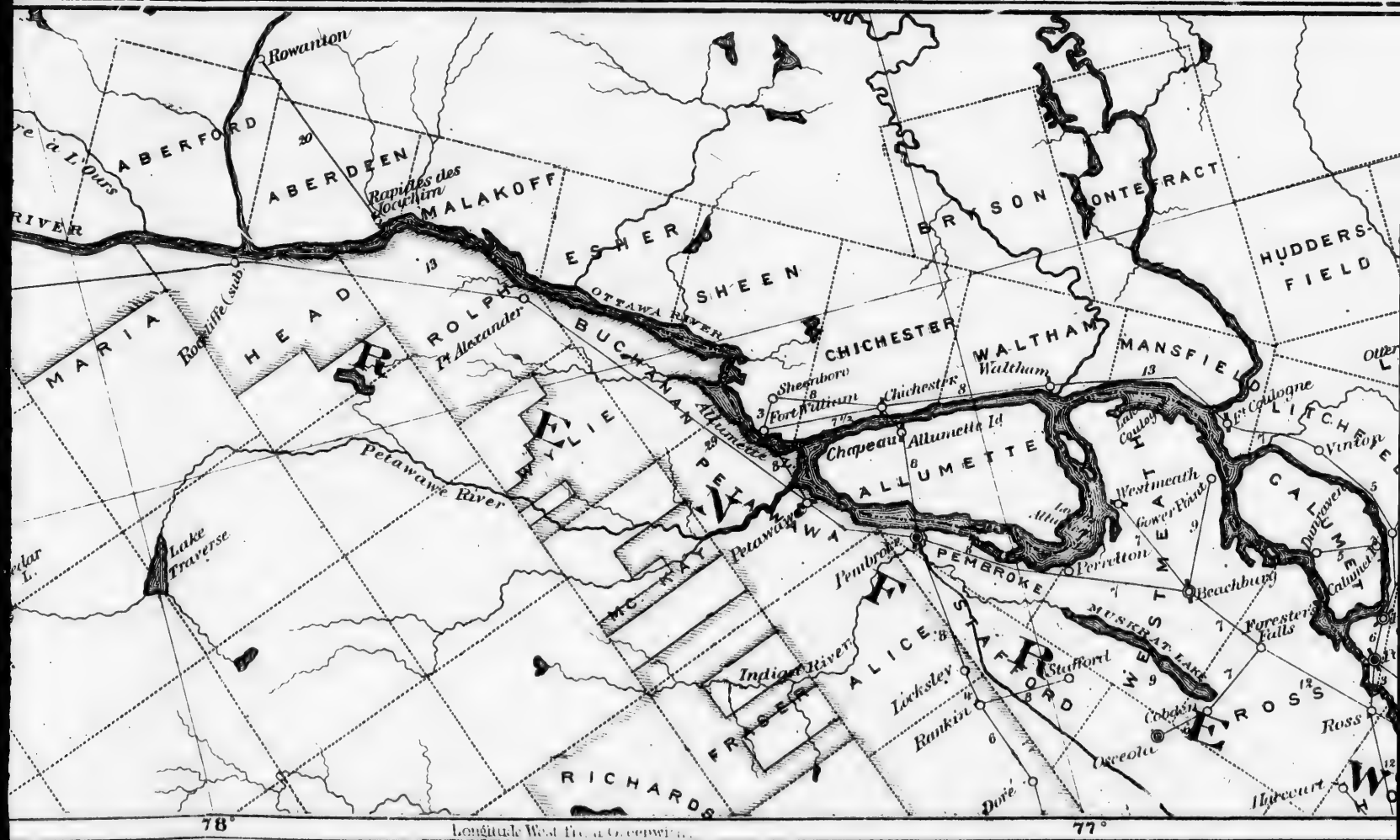
Color de
Free Gra




Color designating
Free Grant Lands.
MANITOULIN
COCKBURN
CAMPBELL
L. MINDEMOYA
CARNARVON
SANDFIELD
Providence Bay
TEKERM
Michael Bay
Middle Duck I.
Outer Duck I.
WESTERN


Rowanton
Riviere à L'Ours
ABERFORD
ABERDE
OTTAWA RIVER
CANADIAN PACIFIC
MATAWIN
MATAWIN RIVER
Mattawa
Deux Rivieres
CLARA
MARIA
Rochliffe (sub.)
HEAD
LAC DU TALON
L. LA TORTUE
South East Bay
NIPISSING
DISTRICT
Cedar L.
Lake Traverse
TROUT L.
79°
78°


BIDWELL
SHEGUIANDAH
Papoose I.
Squaw I.
GEORGIAN BAY
TOWNSHIP OF CARNARVON
L. MINDEMOYA
SANDFIELD
Manitowaning
ASSIGINACK
Providence Bay
Tehkummah
TEKERMAGH
Michael's Bay
Sabbah I.
Club I.
Lonely I.
Light I.
Owl I.
OWL CHANNEL
MATCHEDASH I.


Rowanton
ABERFORD
ABERDEEN
Rapides des Joachim
MALAKOFF
ESSON
CONTEFRACT
HUDDERSFIELD
ESHER
SHEEN
OTTAWA RIVER
MARIA
HEAD
Rockliffe (sub)
ROLPH
Ft Alexander
BUCHANAN
CHICHESTER
WALTHAM
MANSFIELD
Sheenboro
Fort William
Chichester
Waltham
Ft Coulogne
Chapeau
Allumette Id
ALLUMETTE
Petawawa River
Petawawa
Pembroke
PEMBROKE
Perrault
Westmeath
Gower Point
Beachburg
Forester's Falls
Lake Traverse
MC KAY
Indian River
ALICE
STAFFORD
Stafford
Lacksley
Rankin
Cobden
Osceola
ROSS
Ross
Dore
RICHARDS
Hincourt
78°
77°
Longitude West from Greenwich

RGIAN
AY
MOWA
WILSON
BROWN
WALLBRIDGE
Byng Inlet
Maganetawan R.
McKENZIE
FERRIE
MUSKOKA
DISTRICT
Newcombe
HAGERMAN
McKellar
FERGUSON
CARLING
McKELLAR
Hurdville
HINCKS
BOWMAN
VILLENFUVE
Aylwin
Kazubazua
ALLEYN
TEFRACT
HUDDERS-FIELD
CLAPHAM
Danford Lake
DENHOLM
PORTLAND
CAWOOD
Low
LOW
Lucerne
MANSFIELD
LESLIE
Otter Lake
Thornby
Upper Wakefield
GORE
LITCHFIELD
Thorne Center
THORNE
ALDFIELD
North Wakefield
WAKEFIELD
Vinton
CALUMET
Rupert
MASHAM
Wakefield
Pellissier
TEMPLETON
Perkins
Westmeath
Gower Point
Masham Mills
Cantley
Cascades
East Templeton
Yarm
ONSLOW
North Onslow
EARDLEY
Eardley
HULL
Templeton
Chelsea
Beachburg
Bryson
CLARENDON
Hull
Ironsides
OTTAWA
New Edinburgh
Forester's Falls
Portage du Fort
North Bristol
Ottawa
BRISTOL
Onslow
Rochester
Ross
ROSS
Clarendon Front
Bristol
Fitzroy Harbor
TORBOLTON
Aylmer
Castleford
HORTON
Arnprior
Mohr's Cors.
FITZROY
Diamond
MARCH
S. March
Bell's Cors.
RAILWAY
76°

MAP
OF THE
PROVINCE OF
MANITOBA

Published under the Authority
OF
THE HON. DAVID LAIRD,
MINISTER OF THE INTERIOR.

S. Dennis

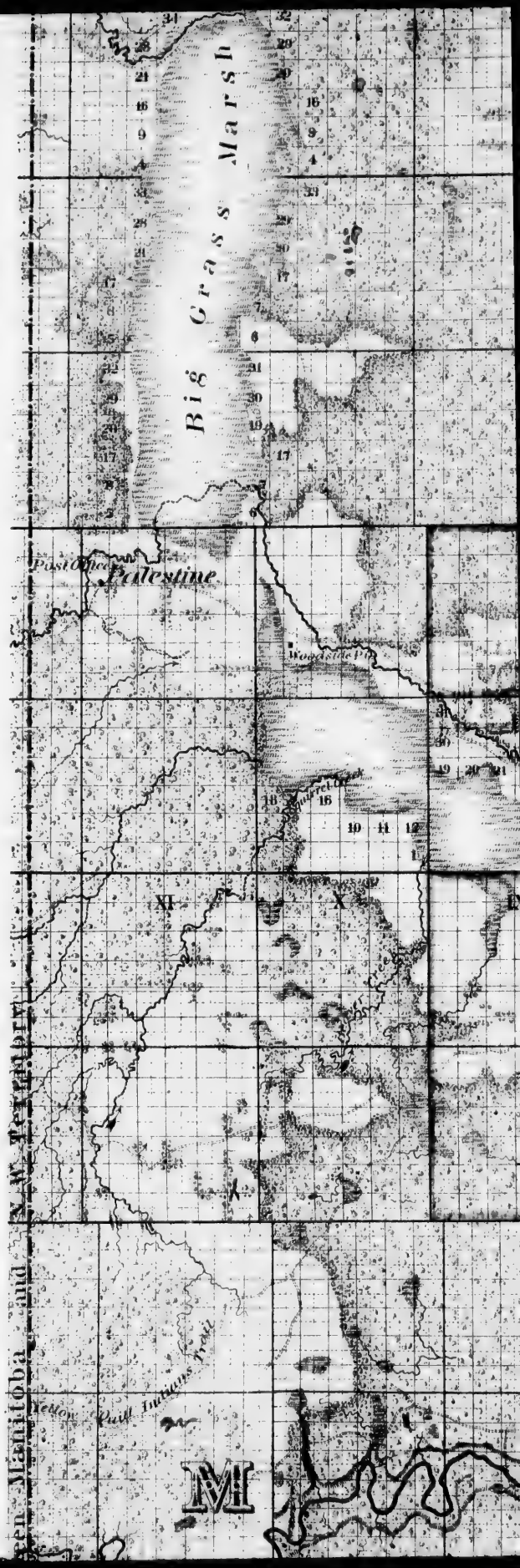
SURVEYOR GENERAL.

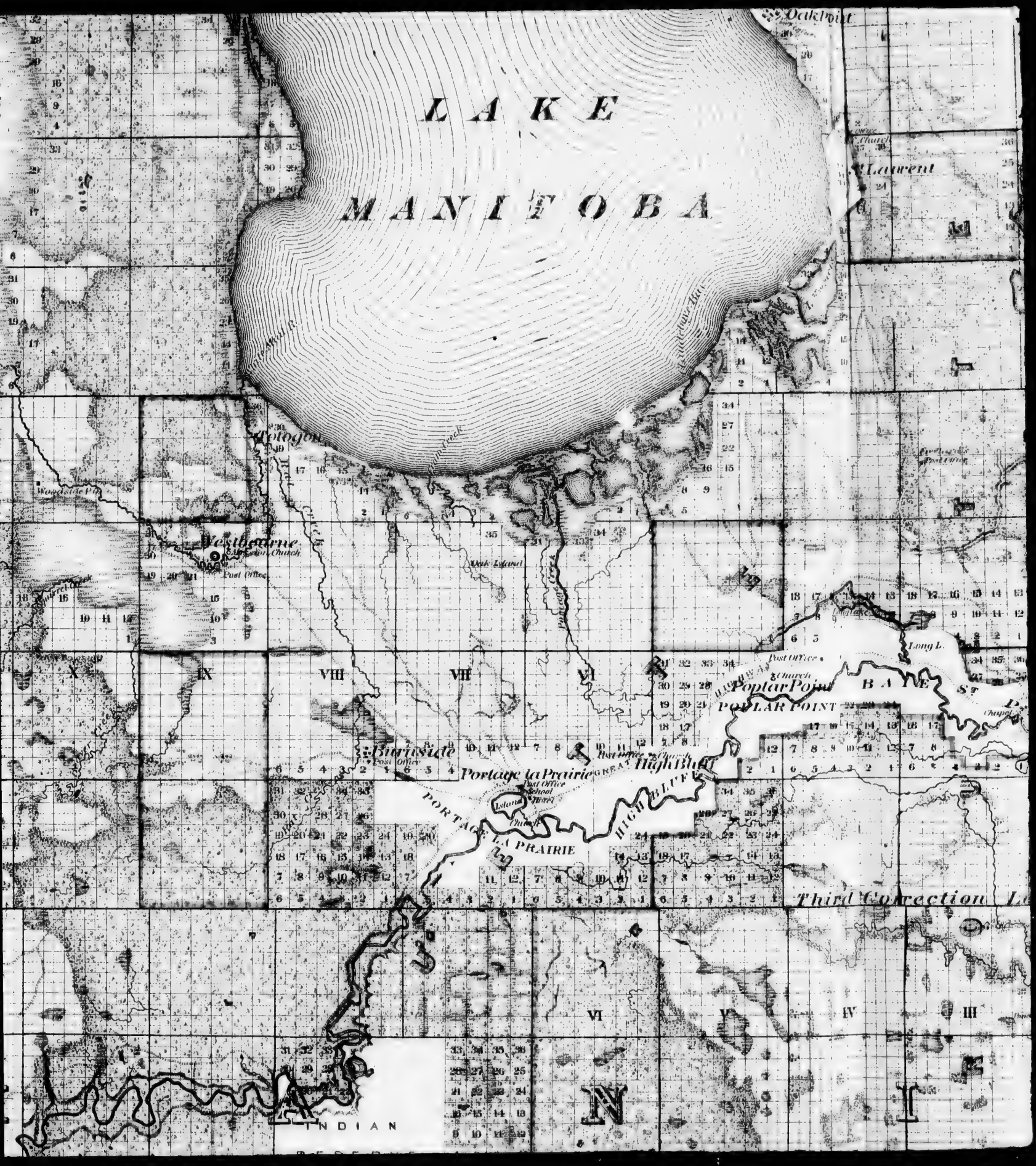
Dominion Lands Branch,
DEPARTMENT OF THE INTERIOR:
J. JOHNSTON, Chief Draftsman.

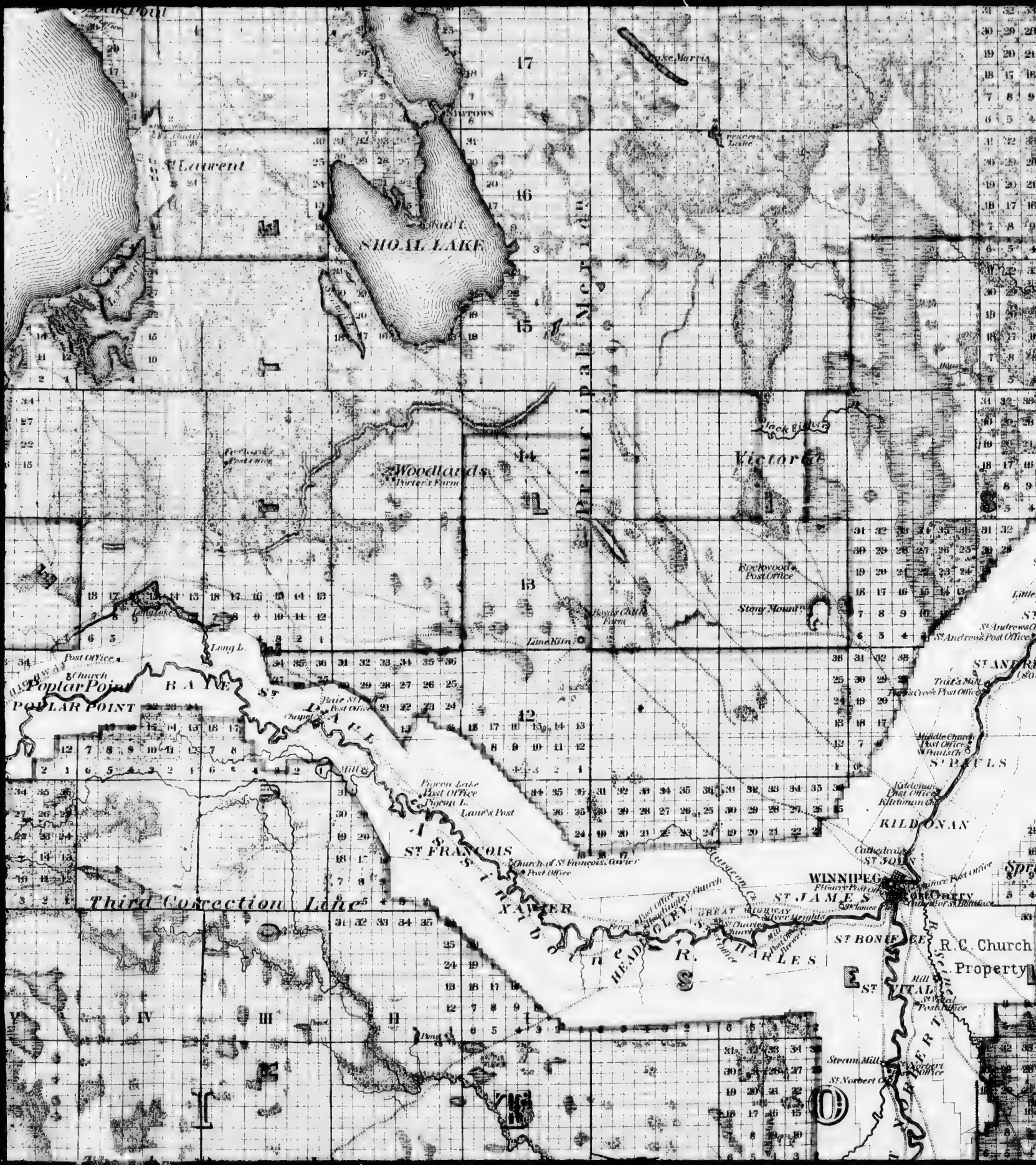
NOTE:- *The Surveys exhibited on this Map were commenced in the Summer of 1871. The extent of Land laid out for Settlement to the present time, comprises an Area (approximately) of 9,695,156 Acres.*

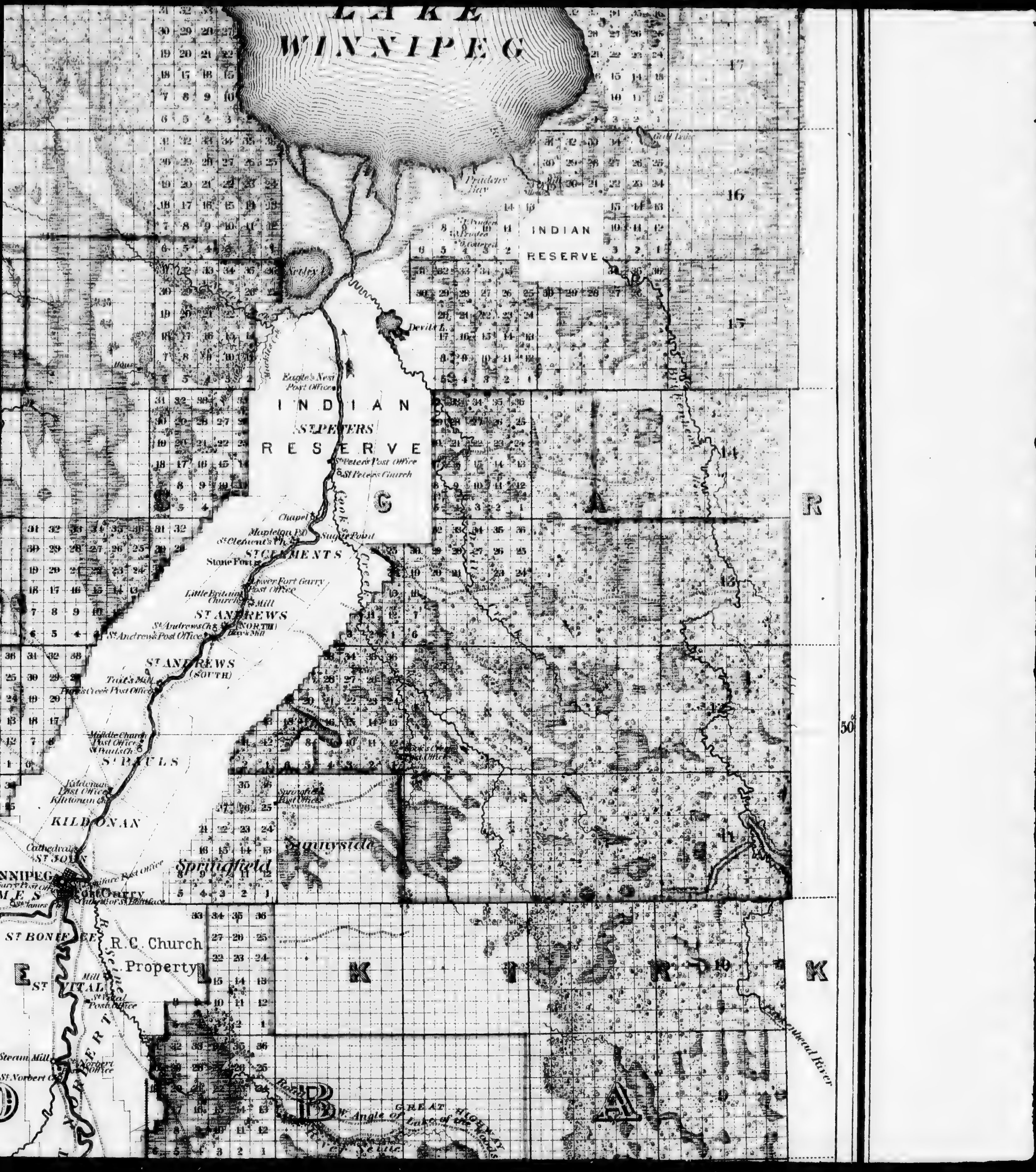
REFERENCES:

Woodland




LAKE
MANITOBA
Oakpoint
St Laurent
Potogon
Westbourne
Post Office
Church
Dark Island
Long L.
Poplar Point
POPLAR POINT
BAY
Burnside
Post Office
Portage la Prairie
Post Office
School
Island
Church
GREAT High Bluff
HIGH BLUFF
PORTAGE LA PRAIRIE
Third Correction L
INDIAN
X
IX
VIII
VII
VI
V
IV
III
N


Principal Meridian
St Laurent
SHOAL LAKE
Narrows
Lake Morris
Woodlands
Porter's Farm
Victoria
Rockwood's Post Office
Stony Mount.
Boyd's Chapel Farm
Lime Kiln
Long L.
Poplar Point
POPLAR POINT
BAYNE
Plaie St Post Office
Chapel
Pigeon Lake Post Office
Pigeon L.
Lane's Post
ST FRANCOIS
Church of St Francois Xavier
Post Office
Third Correction Line
ST XAVIER
HEADINGLY
GREAT HIGHWAY
St Charles Church
Silver Heights
ST CHARLES
ST ANDREWS
St Andrews Post Office
Trail's Mill
Middle Church Post Office
Kildonan Post Office
KILDONAN
Cathedral
ST JOHN
WINNIPEG
Post Office
ST JAMES
Fort Garry
ST BONIFACE
R.C. Church
Property
ST VITAL
Steam Mill
St Norbert
Post Office
Red River
Seine River


LAKE
WINNIPEG
INDIAN
RESERVE
INDIAN
ST. PETERS
RESERVE
Devils L.
Eagle's Nest Post Office
St. Peters Post Office
St. Peters Church
Chapel
Mapleton P.O.
St. Clement's Ch.
Sugar Point
ST. CLEMENTS
Stone Fort
Lower Fort Garry Post Office
Little Britain Church
Mill
ST. ANDREWS (NORTH)
St. Andrews Ch.
St. Andrews Post Office
ST. ANDREWS (SOUTH)
Tait's Mill
Middle Church Post Office
St. Pauls Ch.
ST. PAULS
Kildonan Post Office
Kildonan Ch.
KILDONAN
Cathedral
ST. JOHN
WINNIPEG
Springfield Post Office
Springfield
Sunnyside
ST. BONIFACE
R. C. Church
Property
ST. VITAL
St. Vital Post Office
Steam Mill
St. Norbert Ch.
Cook's Creek
W. Angle of Lake of the Woods
GREAT HIGHWAY
Brokenhead River
S
G
A
R
E
K
I
R
K
B
A
50°

Woodland

Swamp or Muskeg

Prairie and Meadowland

Half Breed Lands

Menonite *Do*

Land Districts — Nº1 Nº2 Nº3

Land Offices

Range Numbers I. II. III. IV. V.

Township Do 1. 2. 3. 4. 5.

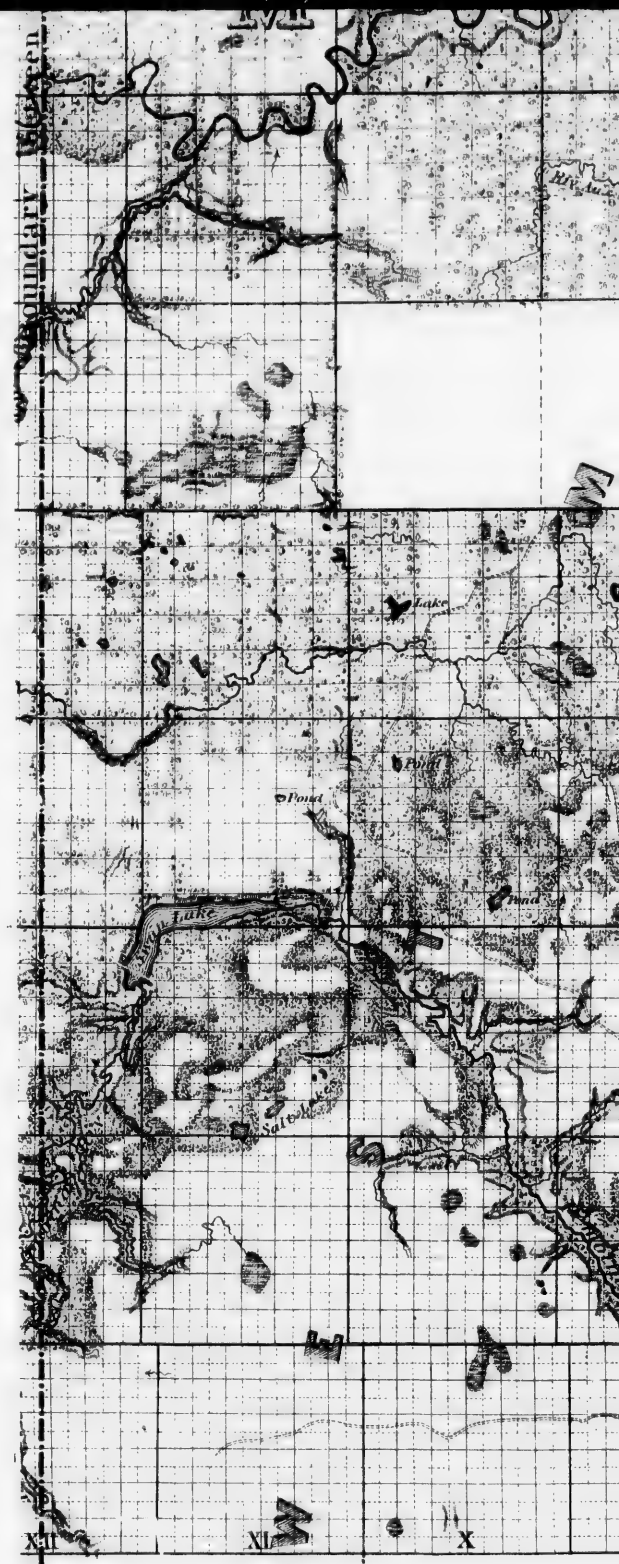
Section Do 1. 2. 3. 4. 5. 6. 7. 8. 9.

TOWNSHIP DIAGRAM

shewing the manner of

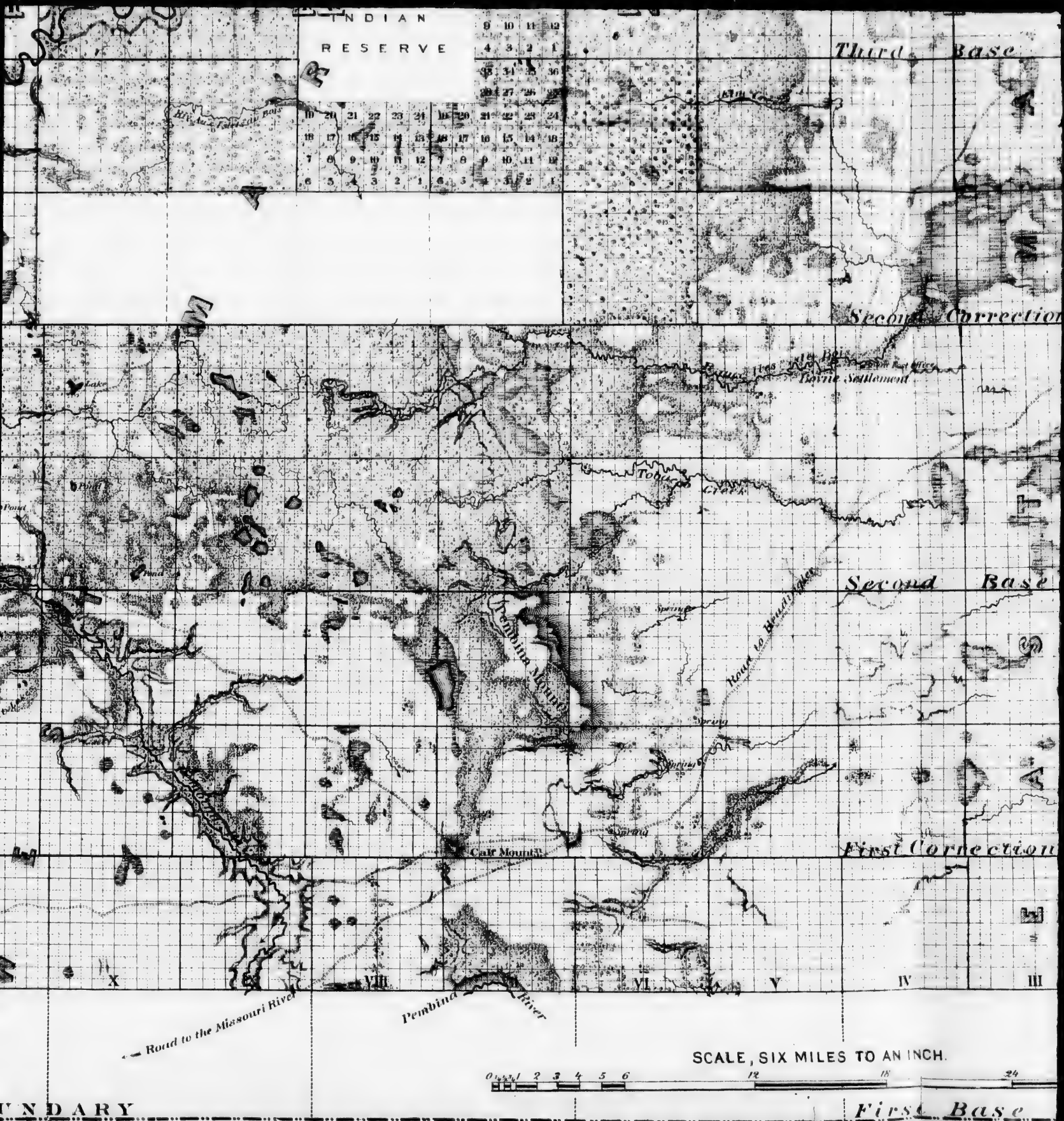
NUMBERING THE SECTIONS.

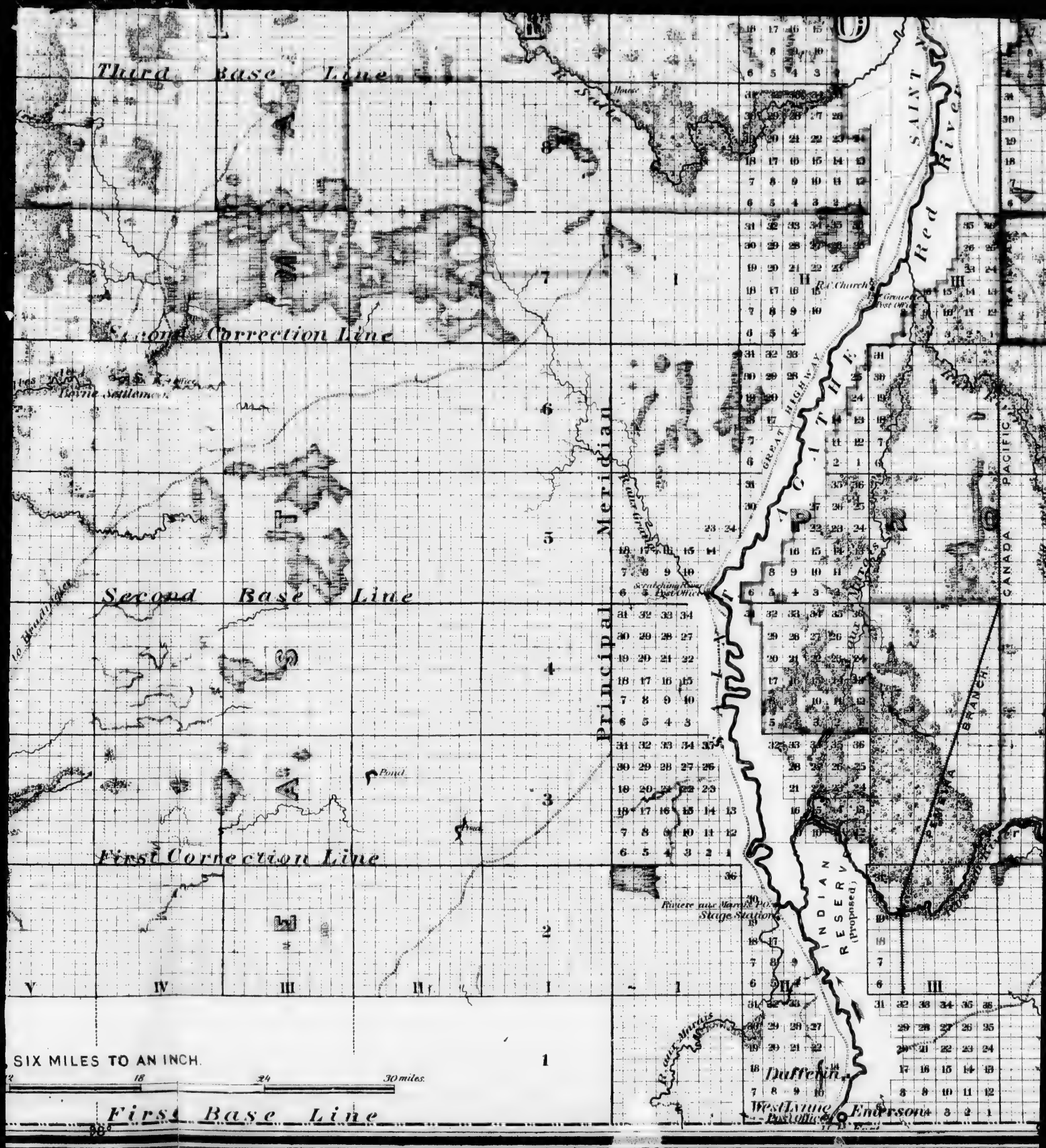
31	32	33	34	35	36
30	29	28	27	26	25
19	20	21	22	23	24
18	17	16	15	14	13
7	8	9	10	11	12
6	5	4	3	2	1

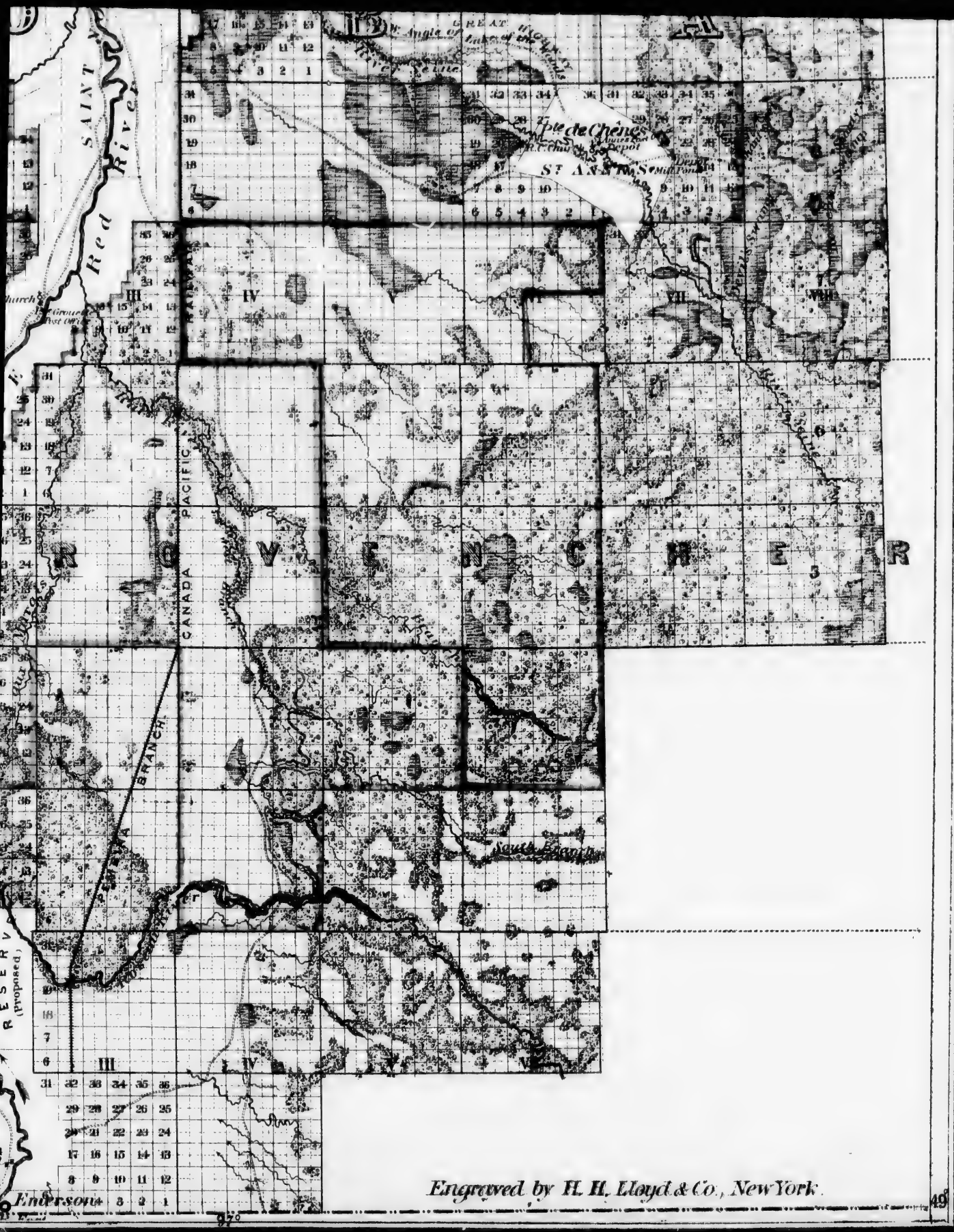


INTERNATIONAL BOUNDARY

99° Longitude West from Greenwich.


INDIAN
RESERVE
Third Base
Second Correction
Pembina Settlement
Tobacco Creek
Second Base
Pembina Mountain
Road to Brandon
Cair Mountain
First Correction
X
VIII
VI
V
IV
III
Road to the Missouri River
Pembina River
SCALE, SIX MILES TO AN INCH.
0 1 2 3 4 5 6 12 18 24
UNDARY
First Base
Greenwich.


Third Base Line
Second Correction Line
Second Base Line
First Correction Line
First Base Line
Principal Meridian
Red River
SAINT
GREAT HIGHWAY
CANADA PACIFIC
INDIAN RESERVE (Proposed)
Stage Station
Duffrein
West Lynne
Emerson
Pond
SIX MILES TO AN INCH.
30 miles.



Engraved by H. H. Lloyd & Co., New York.

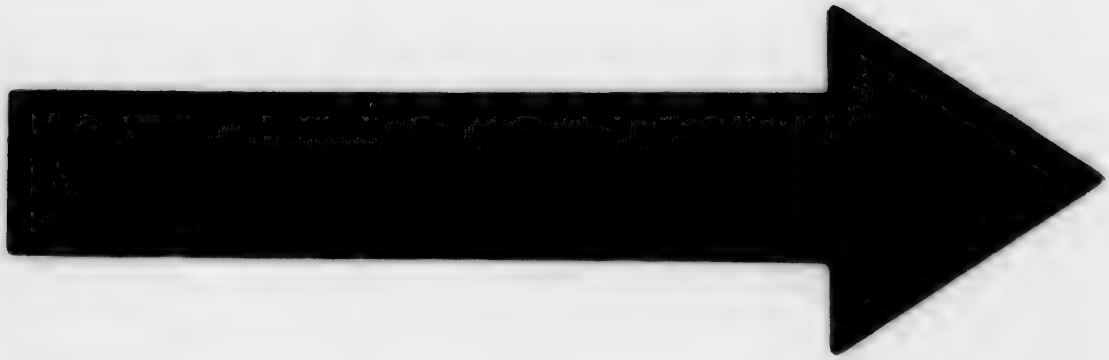
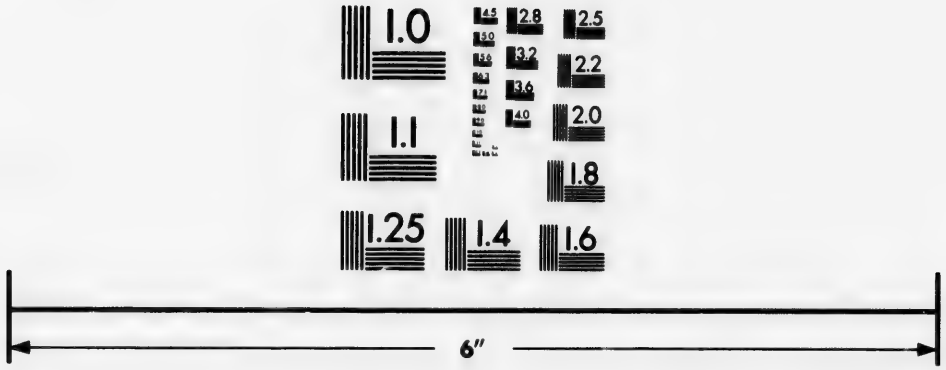


IMAGE EVALUATION
TEST TARGET (MT-3)

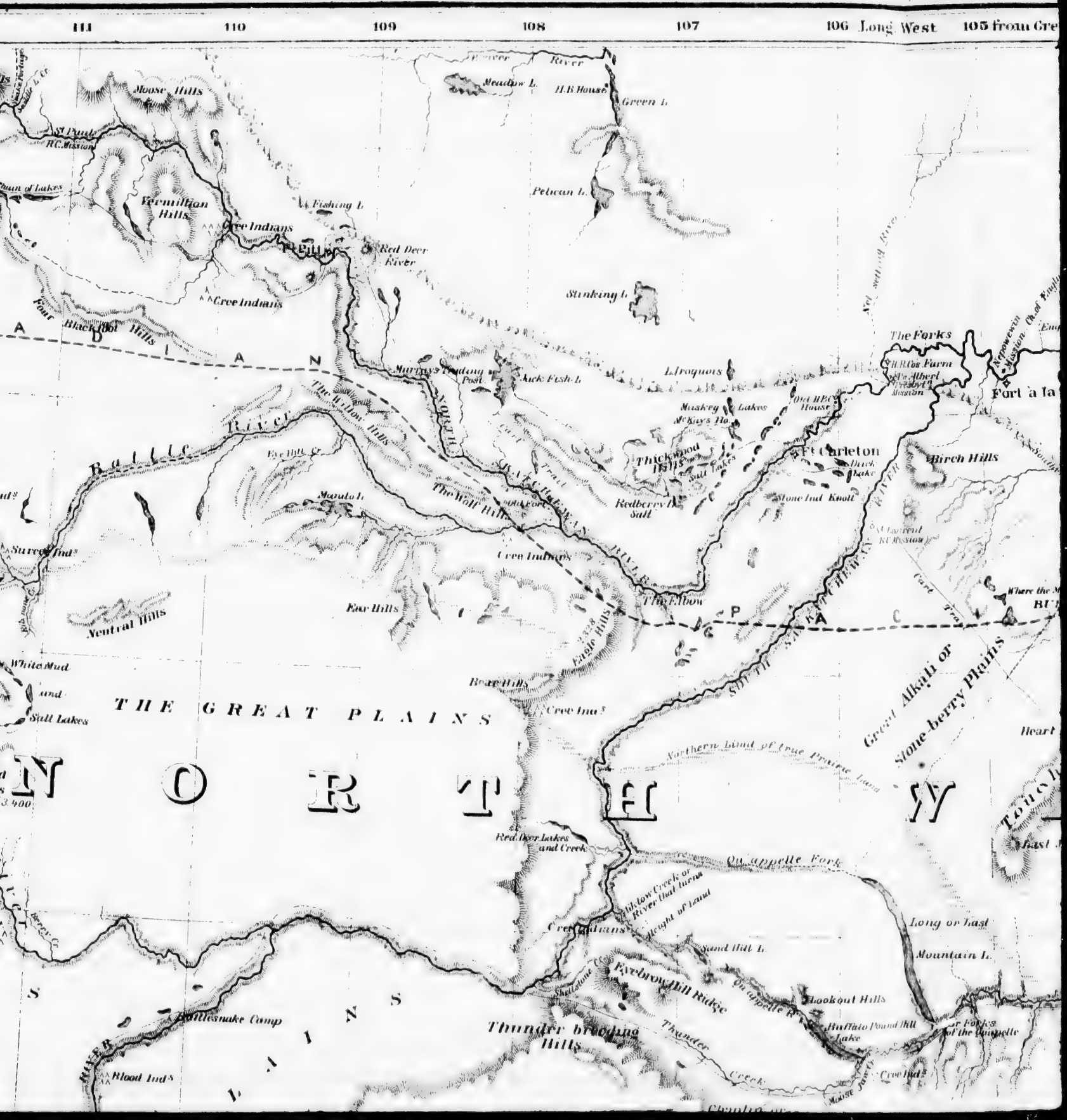


Photographic
Sciences
Corporation

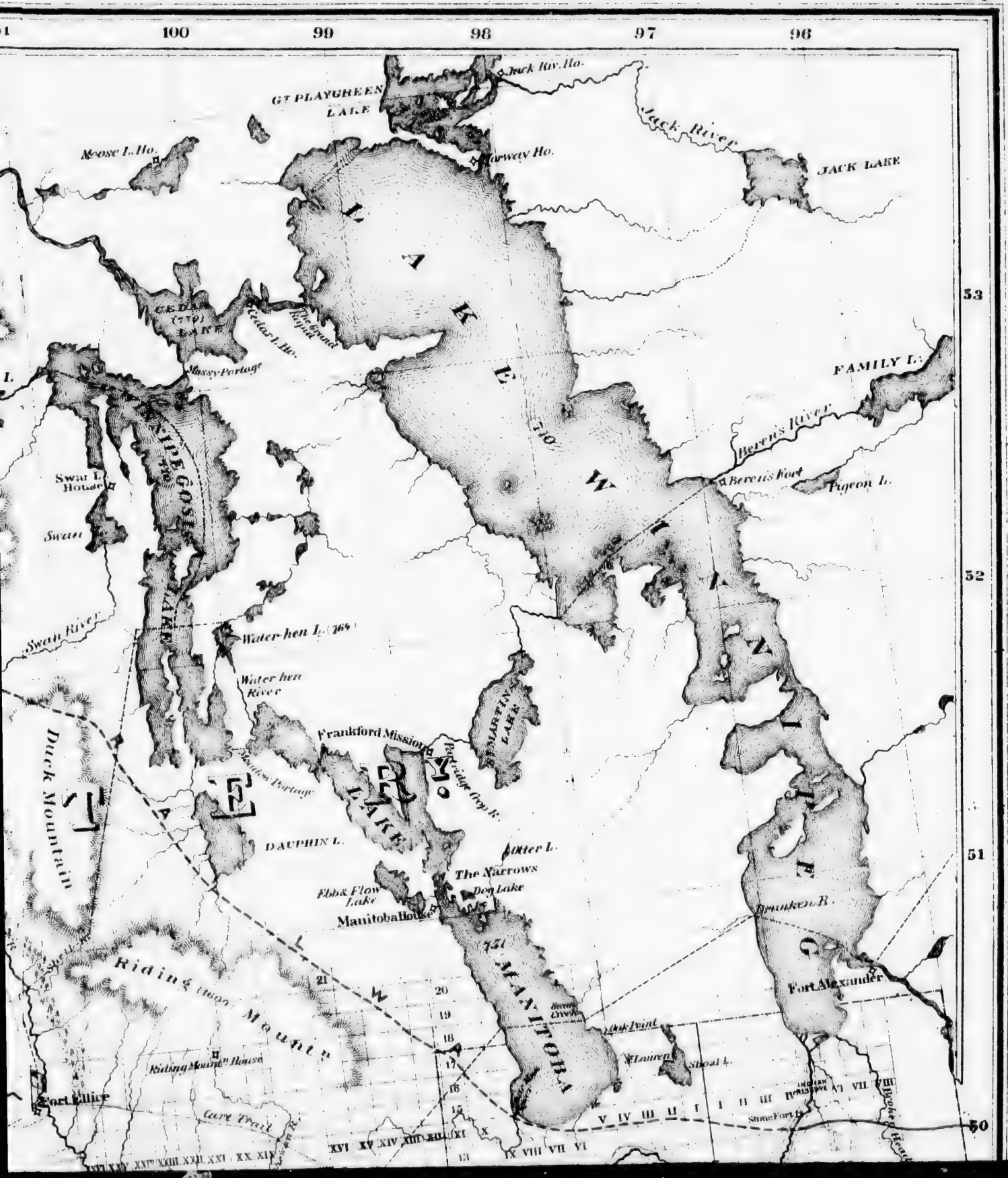
23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503

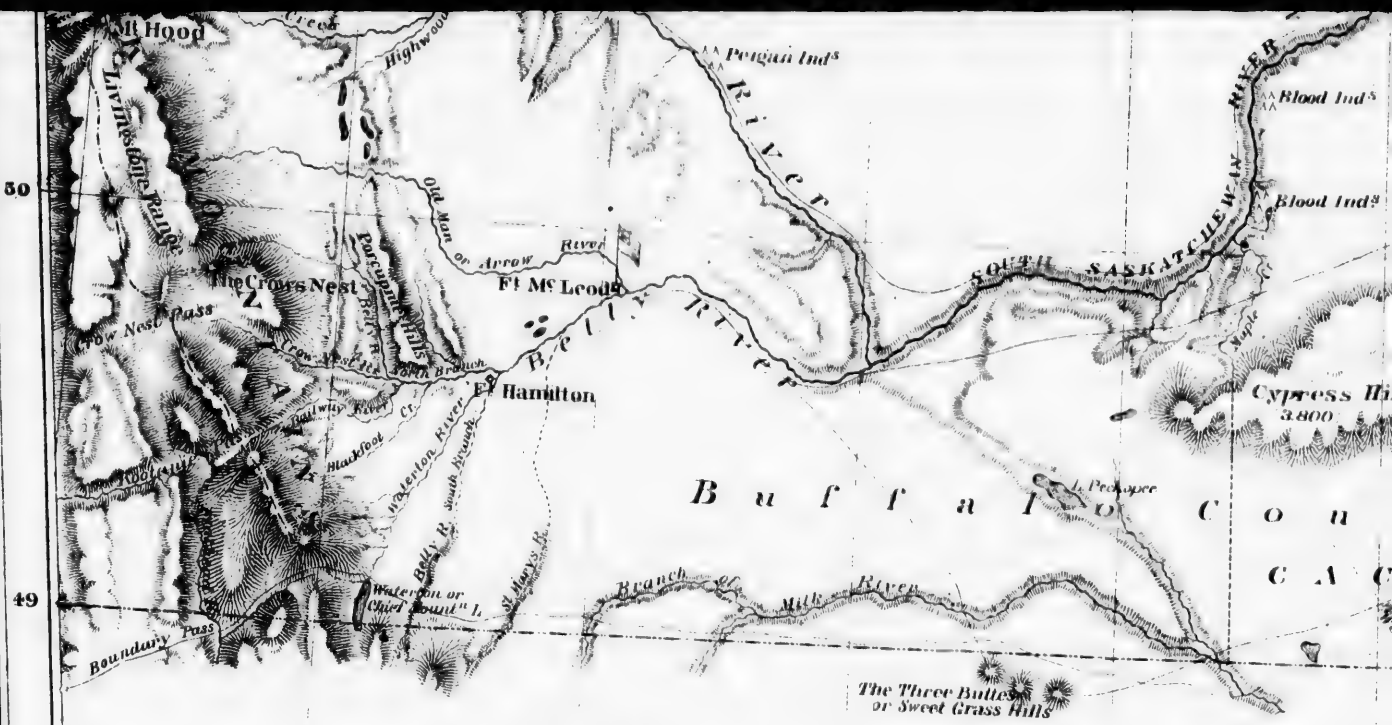
2.8
2.5
3.2
3.6
2.2
4.0
2.0
1.8
1.6
1.1
1.0

115
114
113
112
111
54
53
52
51
50
Snake Hills
Moose Hills
Horse Hills
Victoria
St Paul
R.C. Mission
Egg L.
The Chain of Lakes
Vermilion Hills
Cart Trail
Pembina River
Watershed of the Saskatchewan and McKenzie River Valley
L. St. Ann
R.C. Mission
St Albert R.C. Mission
Sturgeon R.
Beaver Hills
Beaver Lakes
Edmonton
2,088
White L.
Goose Id.
Old White Earth Fort
Cree Indians
Old Fort of Bugaréd
SASKATCHEWAN
RIVER
Pigeon Hills
Bull L.
Pigeon L.
Western Mission
Long L.
The Springs
Hay Lakes
Fort Blackfoot
Blackfoot Hills
C A N A D A
Braxeau R.
Abrahams Falls
Battle River Lakes
Woodpecker Hills
Bears Hills
Baptiste R.
NORTH
Beaver R.
Battle River
Dried Meat Hills
Red Deer L.
Prentice Cr.
The Shuskeys
Gull L.
Gull Lake Hills
Rocky Mount House
3,195
Buffalo L.
Cree Indians
Prairie Cr.
Buffalo Lake
The Wolf's Trail
Bull L. Hills
Surcee Indians
Clearwater
Red Deer River
The Forks
Sullivans L.
Paint Earth Cr.
Letter Hills
Cree Indians
Neutral Hills
PLAINS
War Stone Indians
Red Deer R.
Ridge Cr.
Squirrel Hills
White Mud and Salt Lakes
THE
Stone Indians
Blackfoot Camp
Hand Hills
3,400
Deadman R.
Slaughter Camp
Old Bow Fort
(3,963)
Swift Cr.
Pine Cr.
Blackfoot Indians
Stone Indians
PLAINS
Mt Hood
Creek
Highwood R.
Livingstone
Peigan Indians
Blood Indians


111
110
109
108
107
106 Long West
105 from Gre
Moose Hills
St Paul's R.C. Mission
Vermilion Hills
Cree Indians
Ft Pitt
Red Deer River
Fishing L.
Pelican L.
Meadow L.
H.B. House
Green L.
Stinking L.
Four Black Bot Hills
A D I A N
Murray's Trading Post
Buck Fish L.
L. Iroquois
The Forks
H.B.Co's Farm
Nepowewin Mission
Fort a la
Muskeg Lakes
McKay's Ho.
Old H.B.Co. House
Ft Carleton
Birch Hills
Thickwood Hills
Salt Lakes
Dark Lake
Stone Ind Knoll
Redberry L.
Salt
The Wolf Hills
The Willow Hills
Eye Hill Cr
Manito L.
Cart Trail
Cree Indians
The Elbow
Eagle Hills
Bear Hills
Cree Ind.s
Eaw Hills
Neutral Hills
White Mud
Salt Lakes
THE GREAT PLAINS
N O R T H
Great Alkali or Stone-berry Plains
Northern limit of true Prairie land
Red Deer Lakes and Creek
Qu'appelle Fork
Willow Creek or River that turns
Height of land
Cree Indians
Sand Hill L.
Long or East Mountain L.
Eyebrow Hill Ridge
Shallow Creek
Lookout Hills
Buffalo Pound Hill Lake
Forks of the Qu'appelle
Thunder Creek
Thunder breeding Hills
Rattlesnake Camp
Blood Ind.s
Cree Ind.s
Moose Jaw
Chaplin
Hills

106 Long. west
105 from Greenwich 104
103
102
101
100
Sturgeon L.
Big Bend
Pine Id L.
Cumberland Lake
Moose L. Ho.
Pine Isl.
Big Stone R.
RIVER
Christ Church Mission
Swan L.
Old Fort
SASKATCHEWAN
Root River
Basquia River
Goose L.
Swan L.
Red Deer L.
Basquia Hills
Red Deer River
Nelsonring River
The Forks
English R.
Findays Ho
Fort à la Corne
Old HBC House
Ft Carleton
Duck Lake
Birch Hills
Stone Ind Knoll
St Laurent RC Mission
Southern Limit of the True Prairie Land
L. Etoimami
Porcupine Mt.
Swan L. House
Swan
Swan River
Where the Moose died
BUFFALO CART TRAIL
Nut Hill
PLAIN
Quill L.
Great Alkali or Stoneberry Plains
Thunder Hill
Fort Pelly
Duck Mountain
Touchwood Hills
Heart Hill
Cart Trail
White Sand River
Touchwood Hills Trade Post
Ch. of Engl. Mission
Lit. Touchwood Hills
East Mt.
Leech L.
Big Cut Arm Creek
Riding
Long or East Mountain L.
File Hills
The Fishing Lake
B.C. Mission
Pheasant Hill
Lookout Hills
Buffalo Pound Hill Lake
Qu'appelle Trading Post
Squirrel Hills
Spy Hill
Fort Ellice
Round L.
Wolf Hills
Stony L.
Riding Mount.


100
99
98
97
96
53
52
51
50
Jack Riv. Ho.
Gt PLAYGREEN LAKE
Jack River
JACK LAKE
Moose L. Ho.
Norway Ho.
LAKE WINNIPEGOSIS
Cedar L. Ho.
The Grand Rapid
Mossy Portage
FAMILY L.
Berens River
Berens Fort
Pigeon L.
Swan L. House
Swan
Swan River
Water-hen L.
Water-hen River
Frankford Mission
Portage Grey R.
MARTIN LAKE
Meadow Portage
Duck Mountain
DAUPHIN L.
LAKE
Otter L.
The Narrows
Dog Lake
Ebb & Flow Lake
Manitoba House
LAKE MANITOBA
Drunken R.
Fort Alexander
Riding Mountain
Riding Mountn House
Fort Ellice
Oak Point
St Laurent
Shoal L.
Stone Fort
Broken Head
Carts Trail



MAP

OF PART OF THE

NORTH WEST TERRITORY

including the

PROVINCE OF MANITOBA

SHOWING ALSO THE ROUTE

OF THE

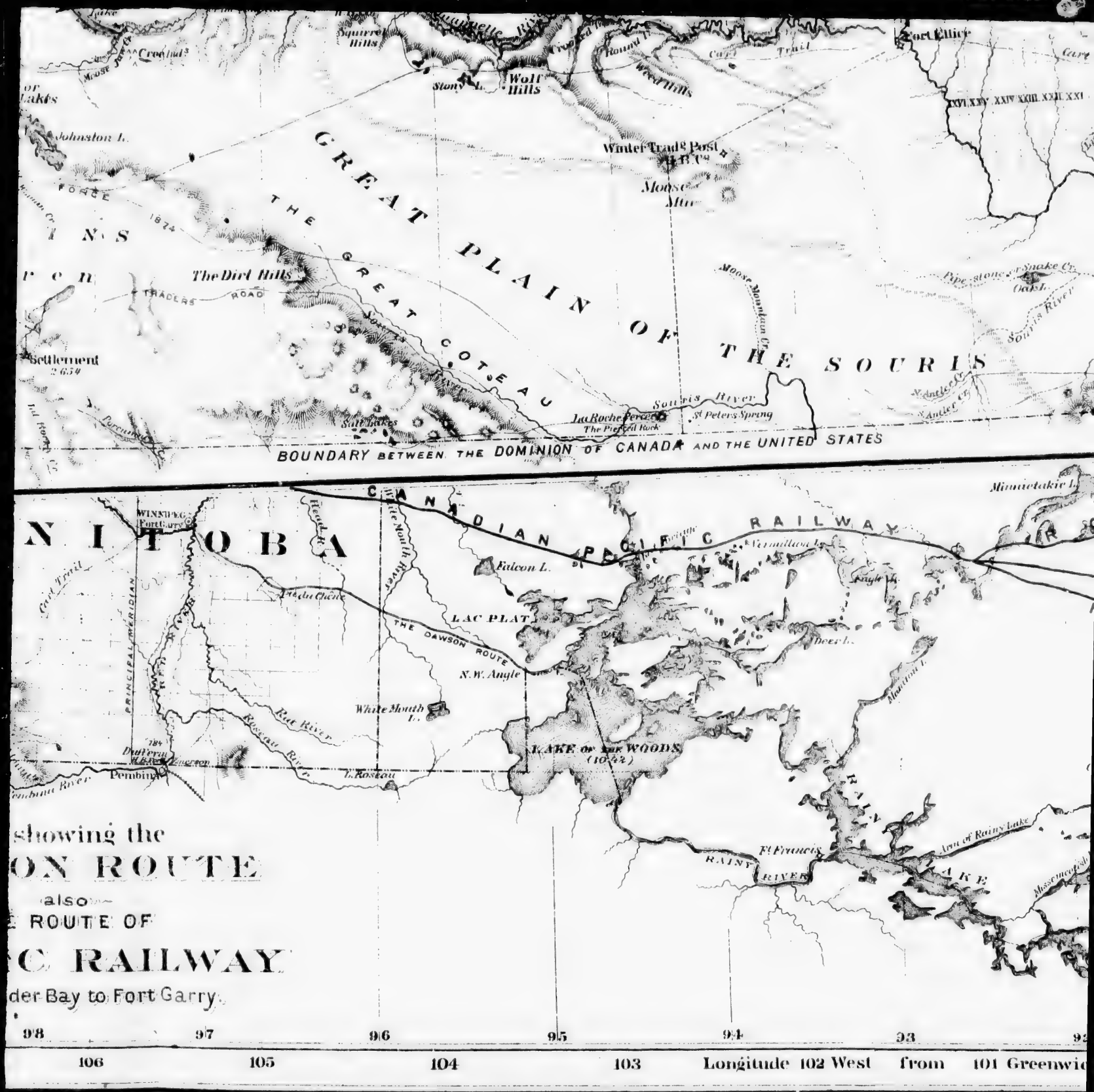
CANADA PACIFIC RAILWAY

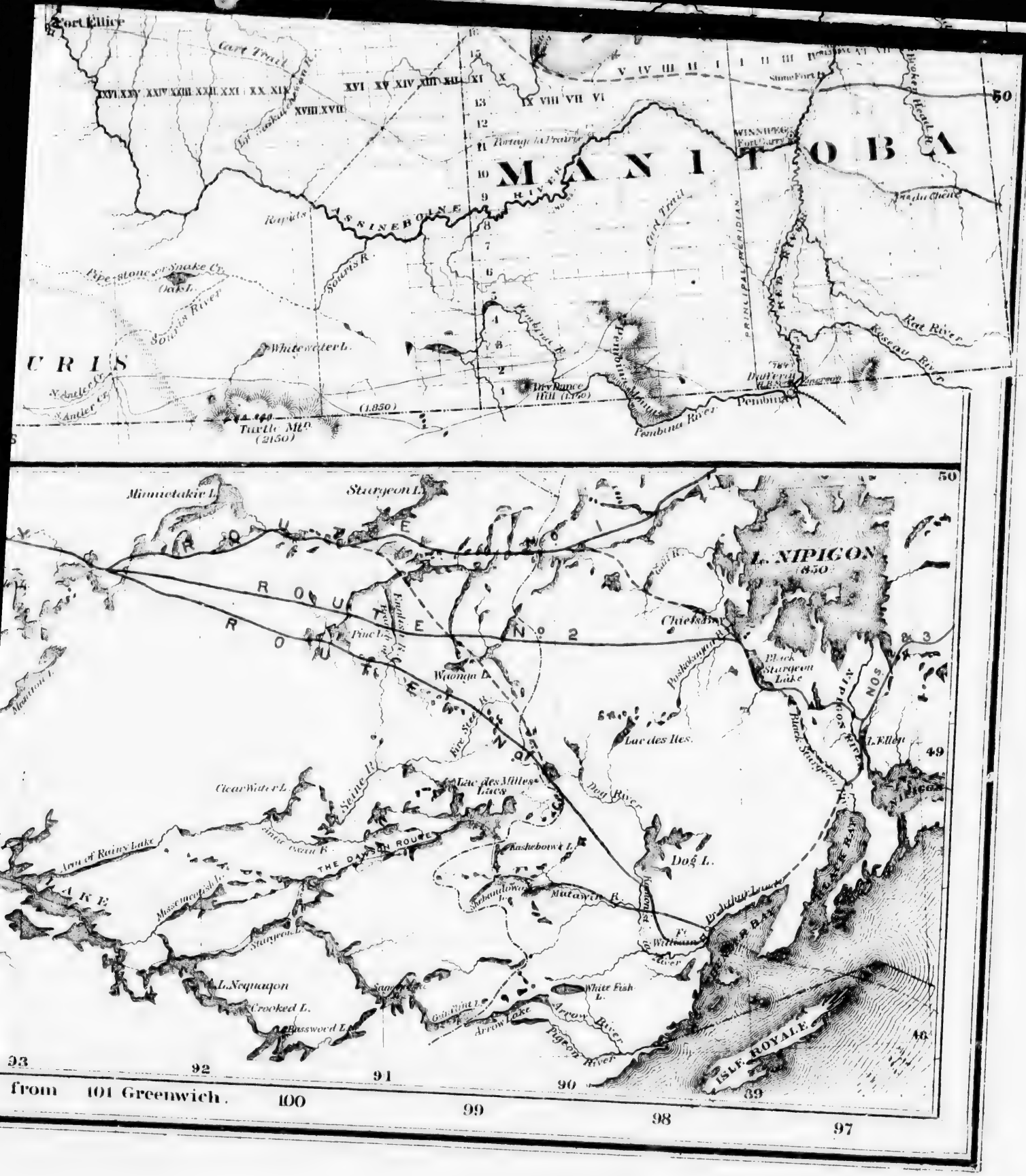
From the Reports of

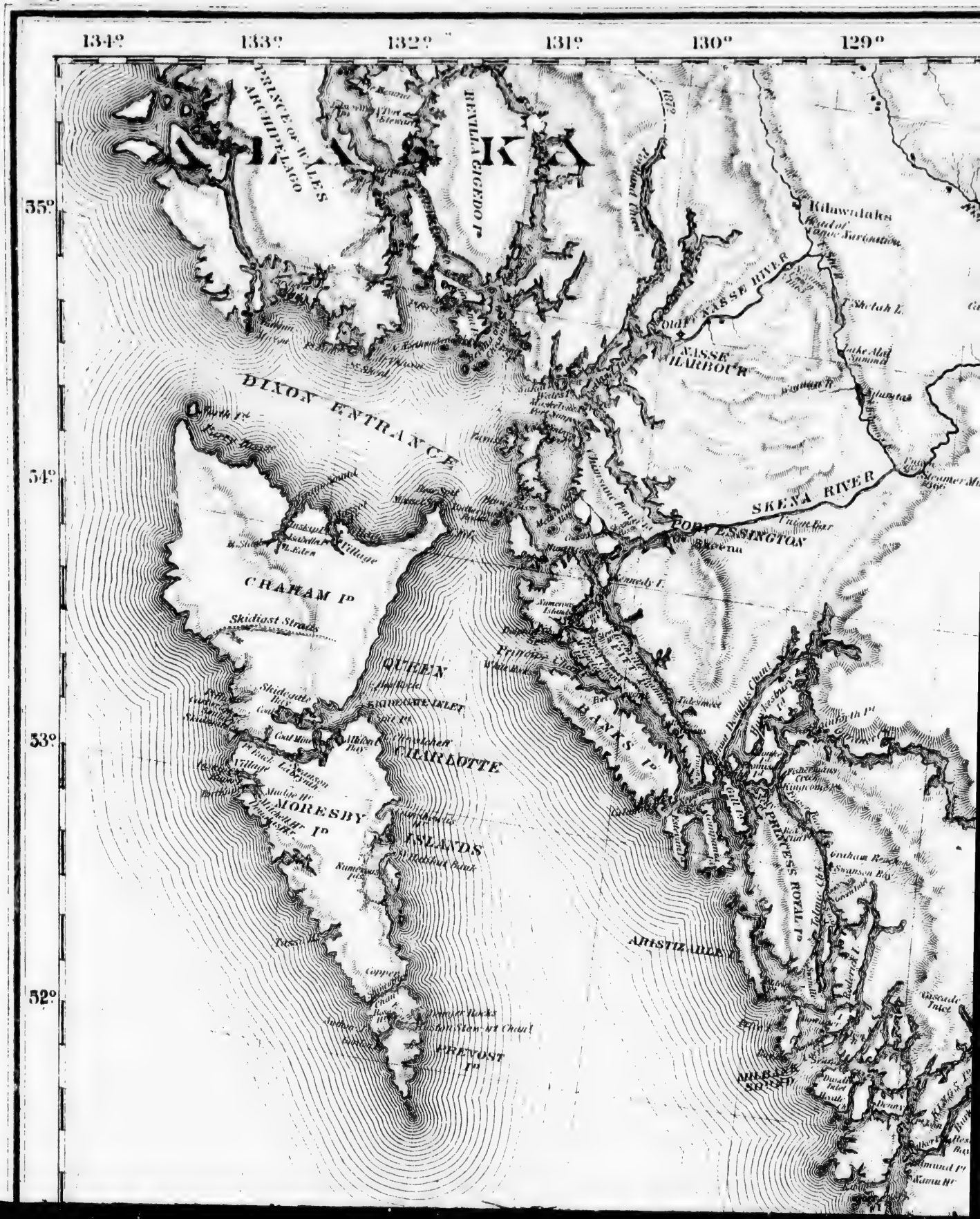
SANDFORD FLEMING, Chief Engr

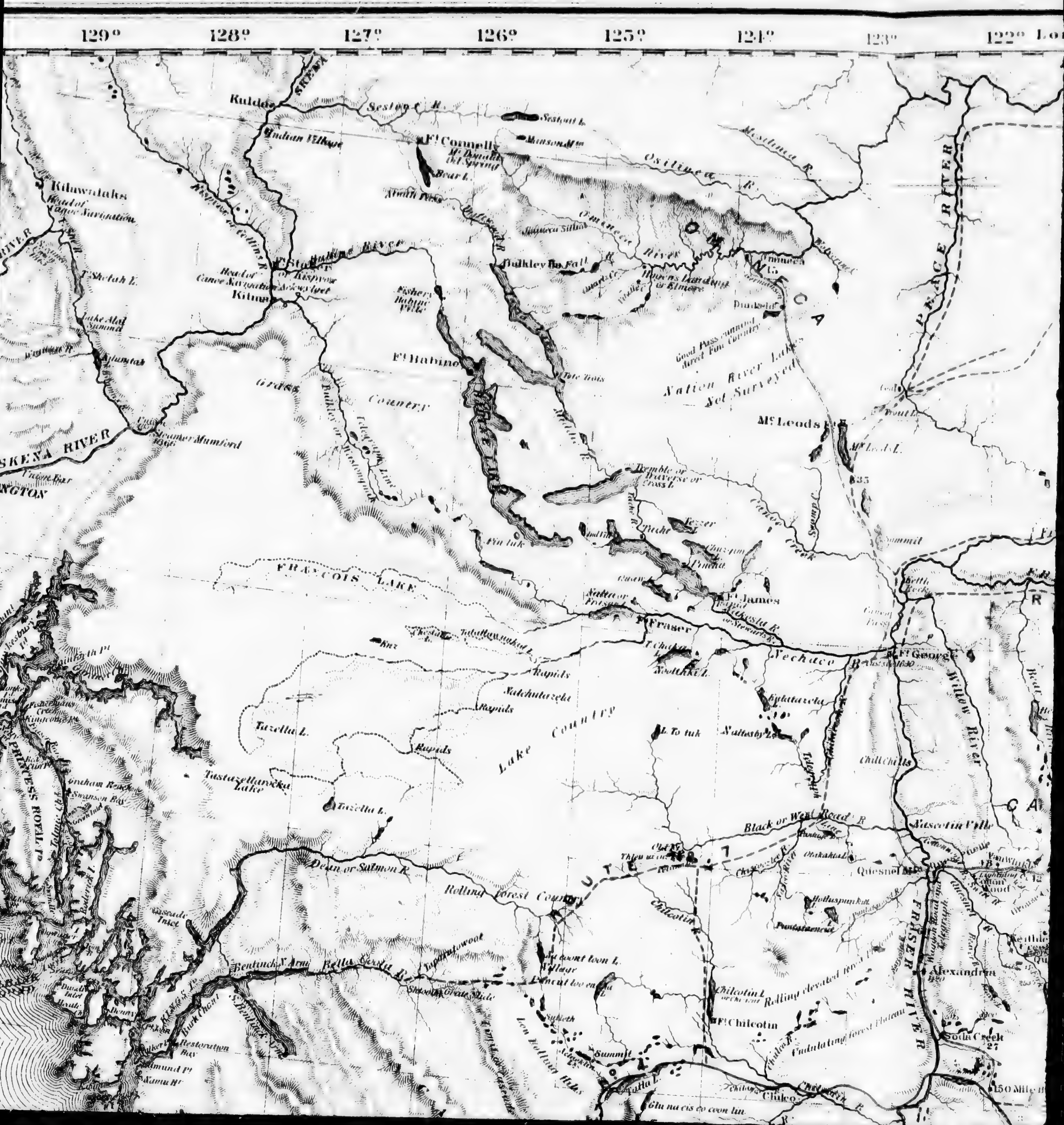
0 10 20 30 40 50 60 70 80 90 100

Blood Ind^s
Blood Ind^s
SASKATCHEWAN RIVER
Maple Cr.
Cypress Hills
3800
L. Pechapee
Hills
Creek
Cree Ind^s
Chaplin or Old Woman's Lakes
Johnston L.
Chaplin L.
ROUTE OF MOUNTED POLICE FORCE
EXTENSIVE PLAINS
More or less Barren
COUNTRY
CACTUS PLAIN
The Dirt Hills
TRADERS ROAD
Wood Mount^n
3400
Settlement
2,654
Old North Cr.
Cottonwood Coulee
Wide Mud Flat of Pembina R.
West Fork
East Fork
MANITOB
WINNIPEG
Fort Garry
Red Trail
PRINCIPAL MERIDIAN
RED RIVER
Pembina R.
Dry Dance Hill (1,750)
Pembina River
Pembina
Emerson
Map showing the
DAWSON ROUTE
also
THE ROUTE OF
PACIFIC RAILWAY
From Thunder Bay to Fort Garry.
REFERENCES.
Mounted Police Stations, are marked thus
Indian Reserves " " "
Roads, Trails &c. " " "
Heights above the Sea are marked in Feet
99
98
97
111
110
109
108
107
106

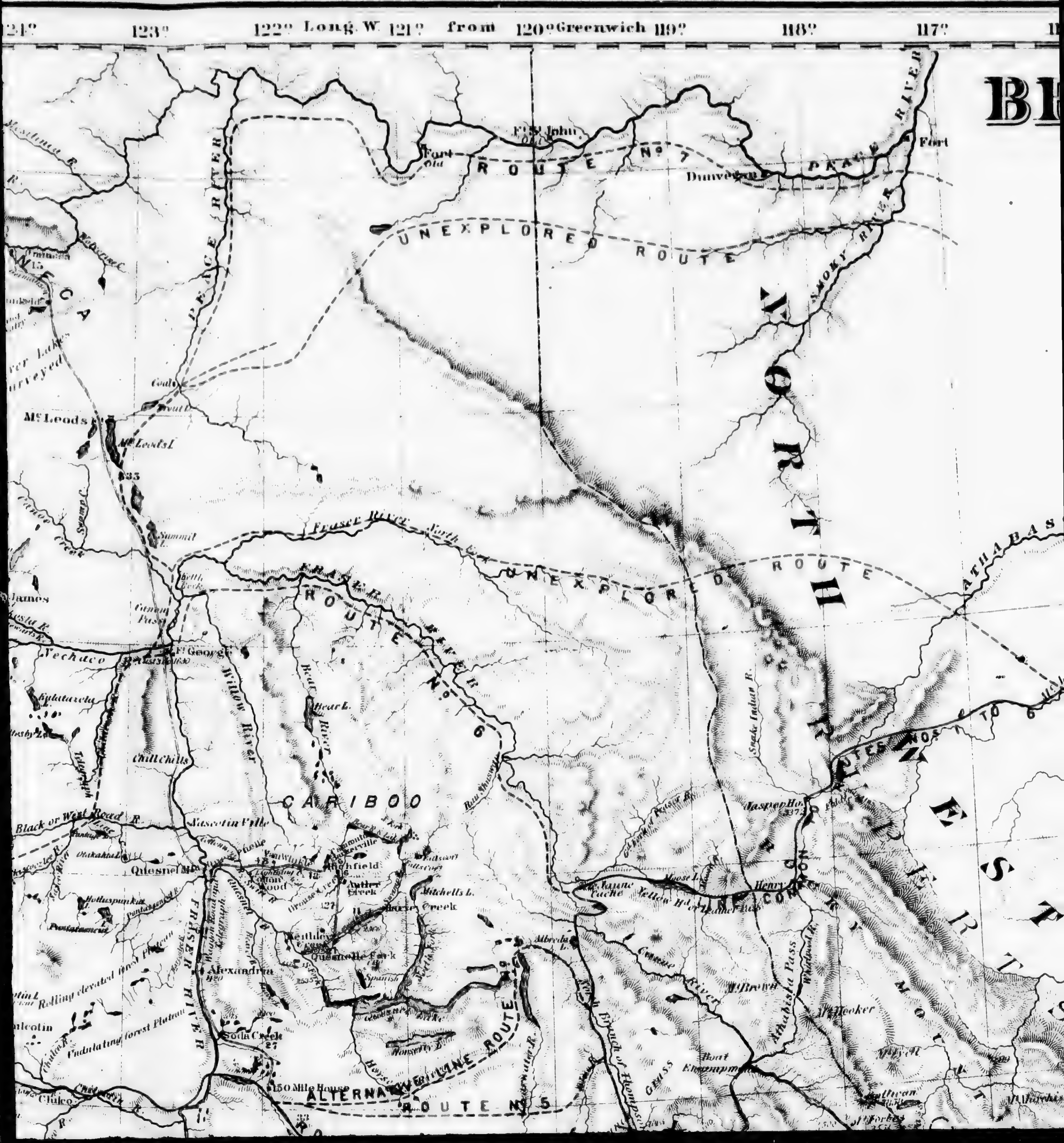

GREAT PLAIN OF THE SOURIS
THE GREAT COTEAU
Squirrel Hills
Wolf Hills
Stony L.
Fort Ellice
Johnston L.
Winter Trad^g Post H.B.Co
Moose Mtn
The Dirt Hills
TRADERS ROAD
Settlement
Souris River
Moose Mountain Cr.
Pipe stone Cr.
Snake Cr.
Oak L.
Salt Lakes
La Roche Percée
The Pierced Rock
St Peters Spring
N. Antler Cr.
S. Antler Cr.
BOUNDARY BETWEEN THE DOMINION OF CANADA AND THE UNITED STATES
CANADIAN PACIFIC RAILWAY
WINNIPEG
Fort Garry
Red R.
White Mouth R.
Falcon L.
Vermilion L.
Eagle L.
Lac du Chêne
LAC PLAT
THE DAWSON ROUTE
N.W. Angle
Beer L.
Minnietakie L.
Manitou L.
White Mouth L.
Rat River
Roseau River
L. Roseau
LAKE OF THE WOODS
(1050)
Dufferin
Emerson
Pembina
Pembina River
PRINCIPAL MERIDIAN
Cart Trail
RAINY LAKE
RAINY RIVER
Ft Francis
Arm of Rainy Lake
Mississippi
showing the
ON ROUTE
also
ROUTE OF
C RAILWAY
der Bay to Fort Garry
98
97
96
95
94
93
106
105
104
103
Longitude 102 West from 101 Greenwich


Fort Ellice
Cart Trail
Stone Fort R.
Brokenhead R.
Portage la Prairie
WINNIPEG
Fort Garry
MANITOBA
Rapids
SWINEBOINE RIVER
Gold Trail
PRINCIPAL MERIDIAN
Pipestone or Snake Cr.
Oak L.
Souris R.
Souris River
Pembina Mount.
Pembina R.
Rat River
Rosseau River
Dufferin
Emerson
Pembina
Pembina River
Whitewater L.
Dry Dance Hill (1760)
Turtle Mt.
(2150)
(1850)
N. Antler Cr.
S. Antler Cr.
Minnietakie L.
Sturgeon L.
ROUTE No 6
ROUTE No 2
ROUTE No 1
L. NIPIGON
(850)
Chiefs Bay
Pine L.
Waonga L.
Fire Steel R.
Paskokaya R.
Black Sturgeon Lake
Black Sturgeon R.
Nipigon River
Nipigon
Lac des Iles.
Lac des Milles Lacs
Dog River
Dog L.
Clear Water L.
Seine R.
Arm of Rainy Lake
THE DAUPHIN ROUTE
Kashebowe L.
Mutawin R.
Mississagi R.
Sturgeon L.
L. Nequaqon
Crooked L.
Basswood L.
Gull River
Arrow Lake
Arrow River
White Fish L.
Pigeon River
ISLE ROYALE
Meaford L.
50
49
48
93
92
91
90
89
from 101 Greenwich.
100
99
98
97

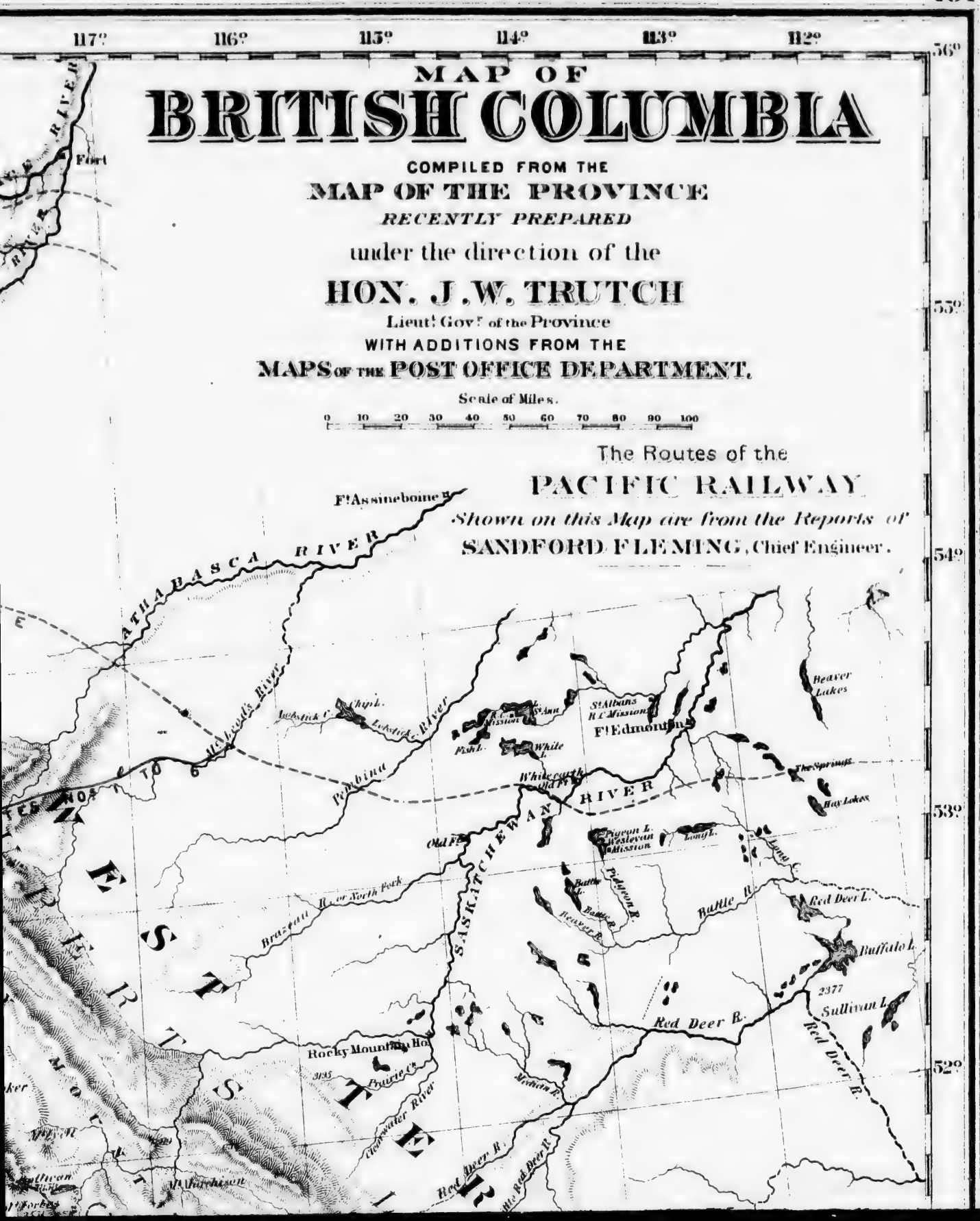

134°
133°
132°
131°
130°
129°
127°
35°
54°
53°
52°
ALASKA
PRINCE OF WALES ARCHIPELAGO
REVILLA GIGEDO Is
Kilawatakes
Head of Canoe Navigation
NASSE RIVER
Old NASSE HARBOUR
DIXON ENTRANCE
SKENA RIVER
PORTESSINGTON
Skeena
CHATHAM Is
Skidigast Straits
QUEEN CHARLOTTE ISLANDS
SKIDEGATE INLET
MORESBY Is
BANKS Is
PRINCESS ROYAL Is
ARISTIZABAL Is
MILBANK SOUND
Cascade Inlet

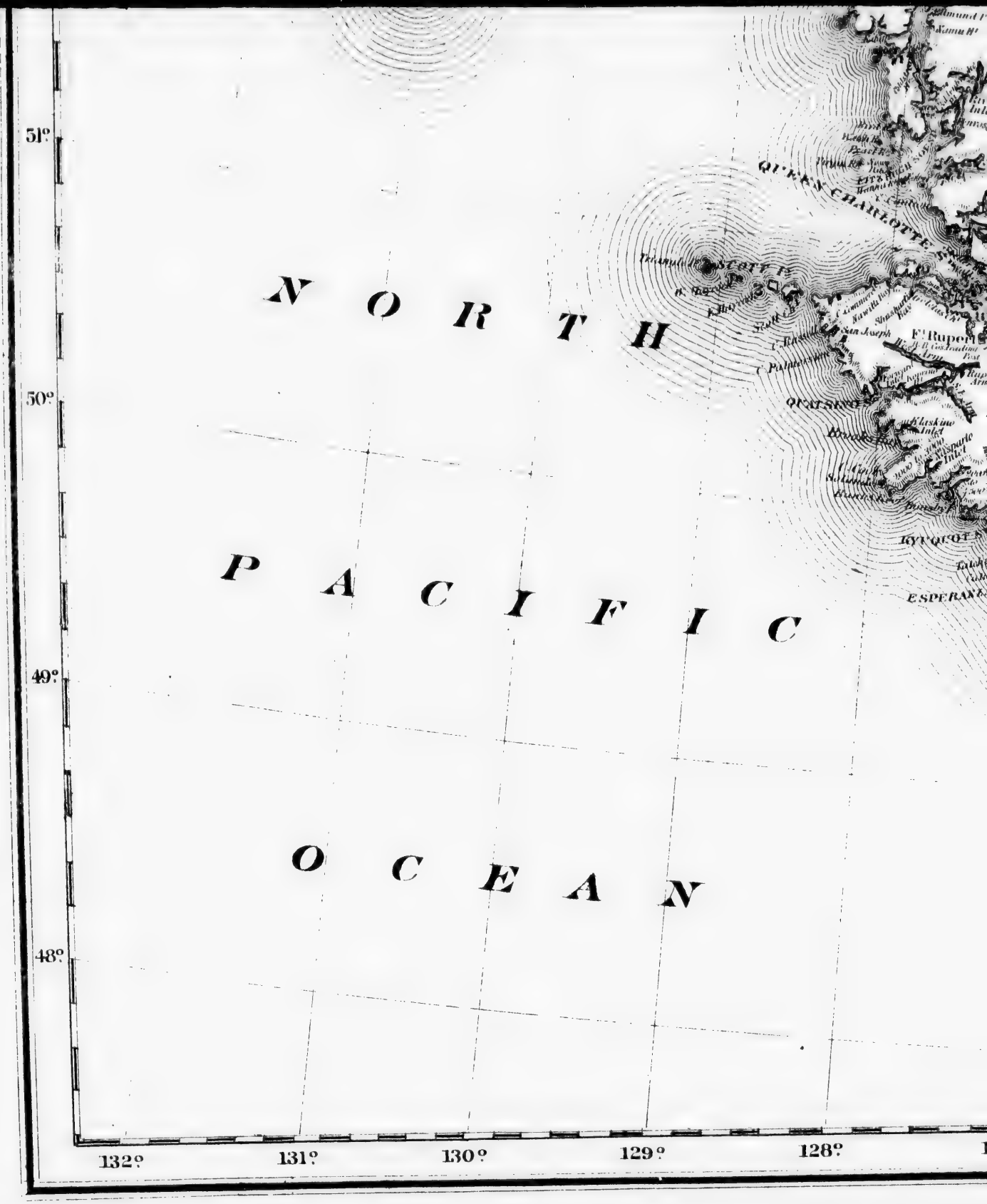


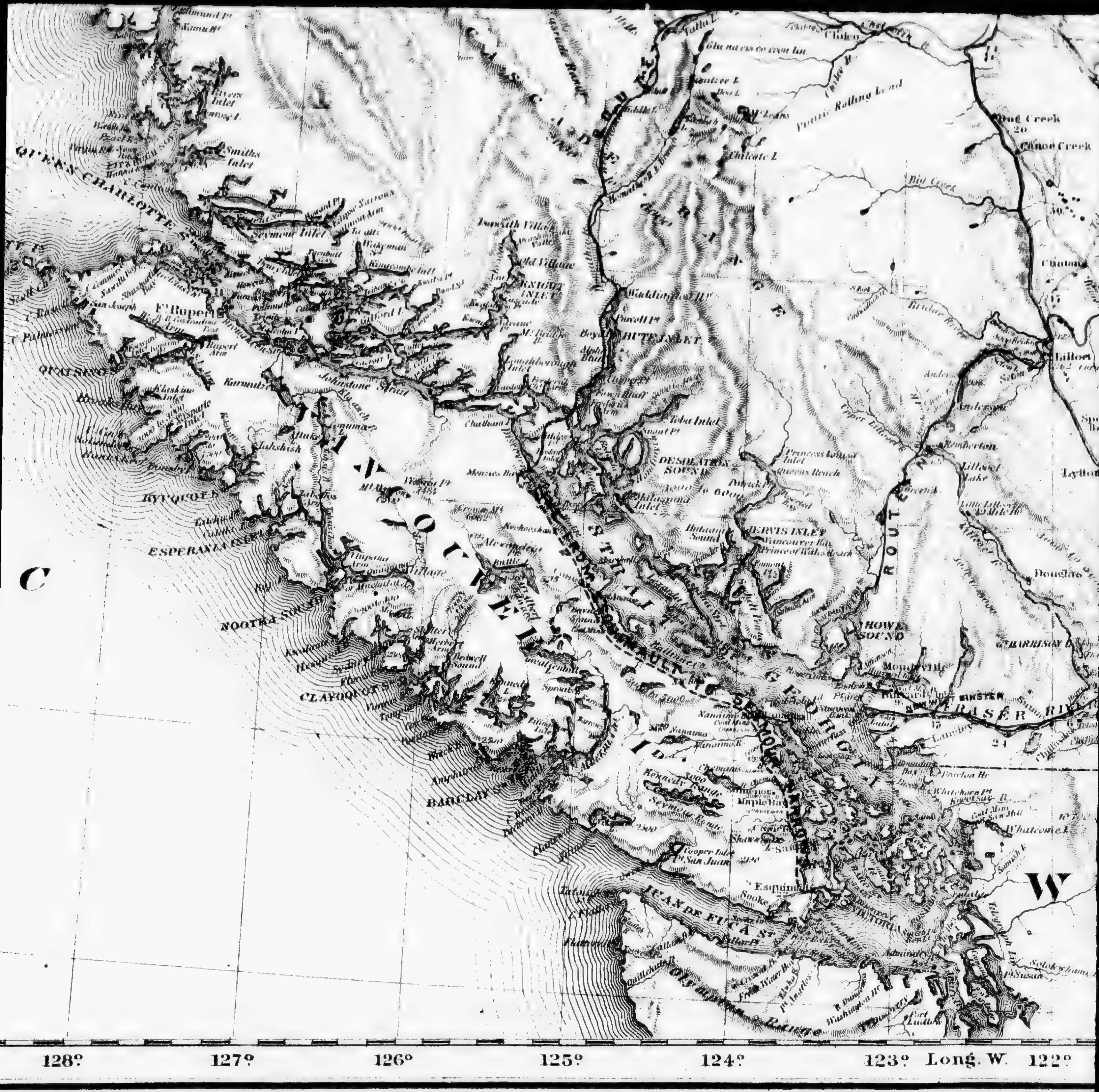
129°
128°
127°
126°
125°
124°
123°
122°
Kuldo
Sestino R.
Ft. Connelly
Indian Village
Bear L.
Kilwadaks
Head of Canoe Navigation
Osilinca R.
Omeneca River
Bulkley
Kitun
Ft. Babine
Grass Country
SKENA RIVER
Steamer Mumford
Nation River Lakes
Not Surveyed
Mc Leods
Mc Leods L.
Canoe Creek
Summit
FRANCOIS LAKE
Ft. James
Ft. Fraser
Nechaco R.
Ft. George
Rapids
Tazella L.
Lake Country
Tastazellanicka Lake
Willow River
PRINCESS ROYAL I.
Black or West Road R.
Quesnel Mth
Dean or Salmon R.
Rolling Forest Country
ROUTE No. 7
Chilcotin R.
Bella Coola R.
Chilcotin L.
Ft. Chilcotin
Rolling elevated forest
Undulating forest Plateau
FRASER RIVER
Alexandria
Soda Creek
Cascade Inlet
Restoration Bay
Summit
Chilco
150 Mile
PEACE RIVER
Fort Trout L.
Chill Chills
Nascotin Ville



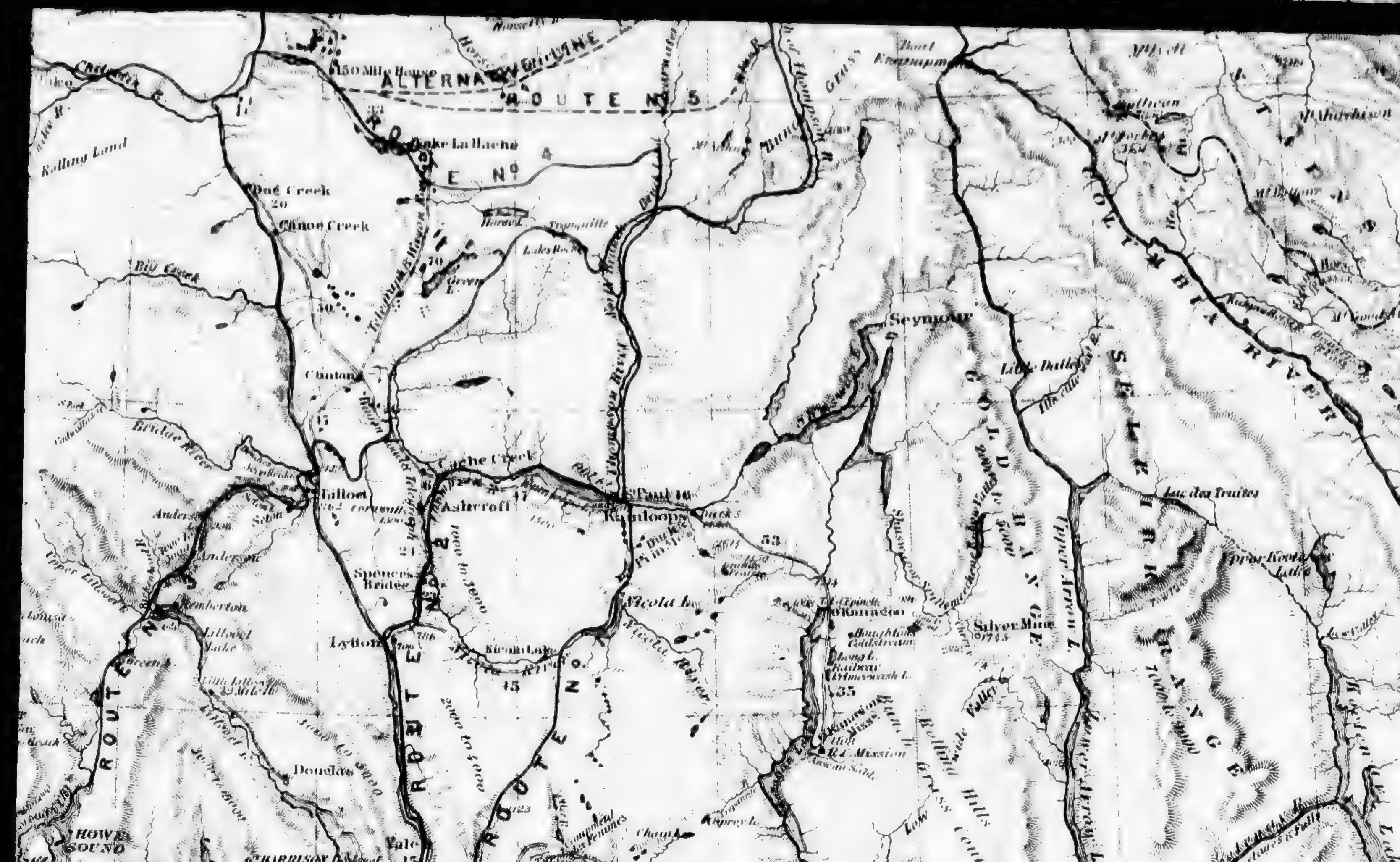
123°
122° Long. W. 121° from 120° Greenwich 119°
118°
117°
PEACE RIVER
Ft St John
Fort
Dunvegan
ROUTE No 7
PEACE RIVER
UNEXPLORED ROUTE
SMOKY RIVER
NORTH
McLeods
McLeods L.
Summit L.
Fraser River
North Fork
UNEXPLORED ROUTE
ATHABASCA
FRASER RIVER
ROUTE No 6
Ft George
Nechaco
Willow River
Bear L.
Bear River
Snake Indian R.
Chilchills
CARIBOO
Black or West Road R.
Quesnel Mth
Richfield
Antler Creek
Mitchell's L.
Keithley
Quesnelle Fork
Alexandria
Rolling elevated forest Plateau
Undulating forest Plateau
FRASER RIVER
Soda Creek
150 Mile House
Jasper Ho
Tete Jaune Cache
Yellow Hd Pass
Canoe River
Athabaska Pass
Mt Brown
Mt Hooker
North Branch of Thompson
ROUTE No 5


MAP OF
BRITISH COLUMBIA
COMPILED FROM THE
MAP OF THE PROVINCE
RECENTLY PREPARED
under the direction of the
HON. J. W. TRUTCH
Lieut. Gov.r of the Province
WITH ADDITIONS FROM THE
MAPS OF THE POST OFFICE DEPARTMENT.
Scale of Miles.
0 10 20 30 40 50 60 70 80 90 100
The Routes of the
PACIFIC RAILWAY
Shown on this Map are from the Reports of
SANDFORD FLEMING, Chief Engineer.
117°
116°
115°
114°
113°
112°
56°
55°
54°
53°
52°
Ft Assiniboine R.
ATHABASCA RIVER
McLeod's River
Lesstick C.
Chip L.
Lesstick River
Pembina
Fish L.
White L.
St Albans
R.C. Mission
Ft Edmonton
Beaver Lakes
The Springs
Hay Lakes
Whitecourt
Old Ft
SASKATCHEWAN RIVER
Pigeon L.
Wesleyan Mission
Long L.
Battle L.
Pigeon R.
Battle R.
Red Deer L.
Buffalo L.
Sullivan L.
2377
Red Deer R.
Battle R.
Braseau R. or North Fork
Rocky Mountain House
3135
Prairie Cr.
Clearwater River
Medicine R.
Red Deer R.
Mc Red Deer R.
Mc Pherson
Forbes
Ft Pitcher

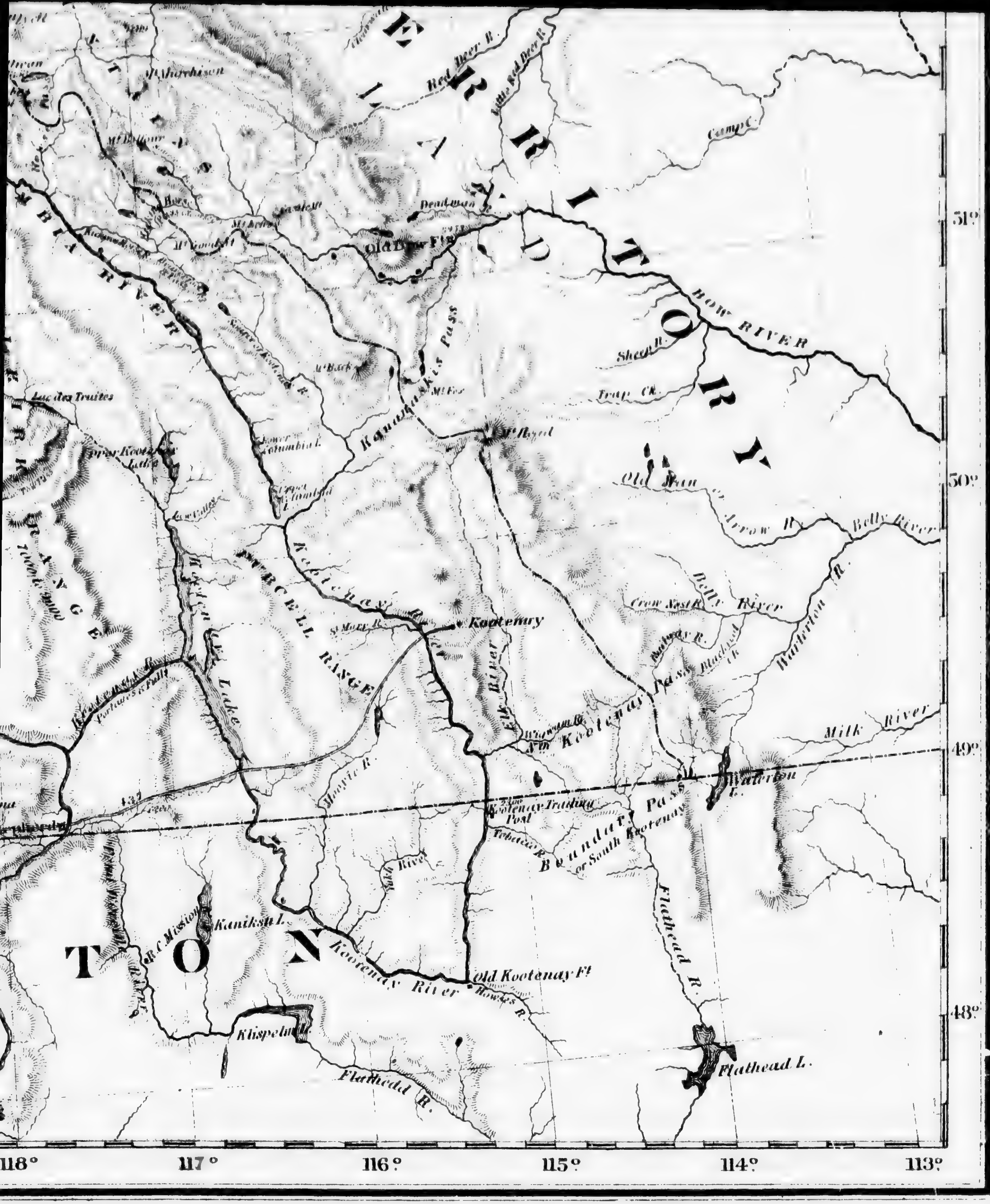

NORTH
PACIFIC
OCEAN
QUEEN CHARLOTTE
QUATSINO
51°
50°
49°
48°
132°
131°
130°
129°
128°



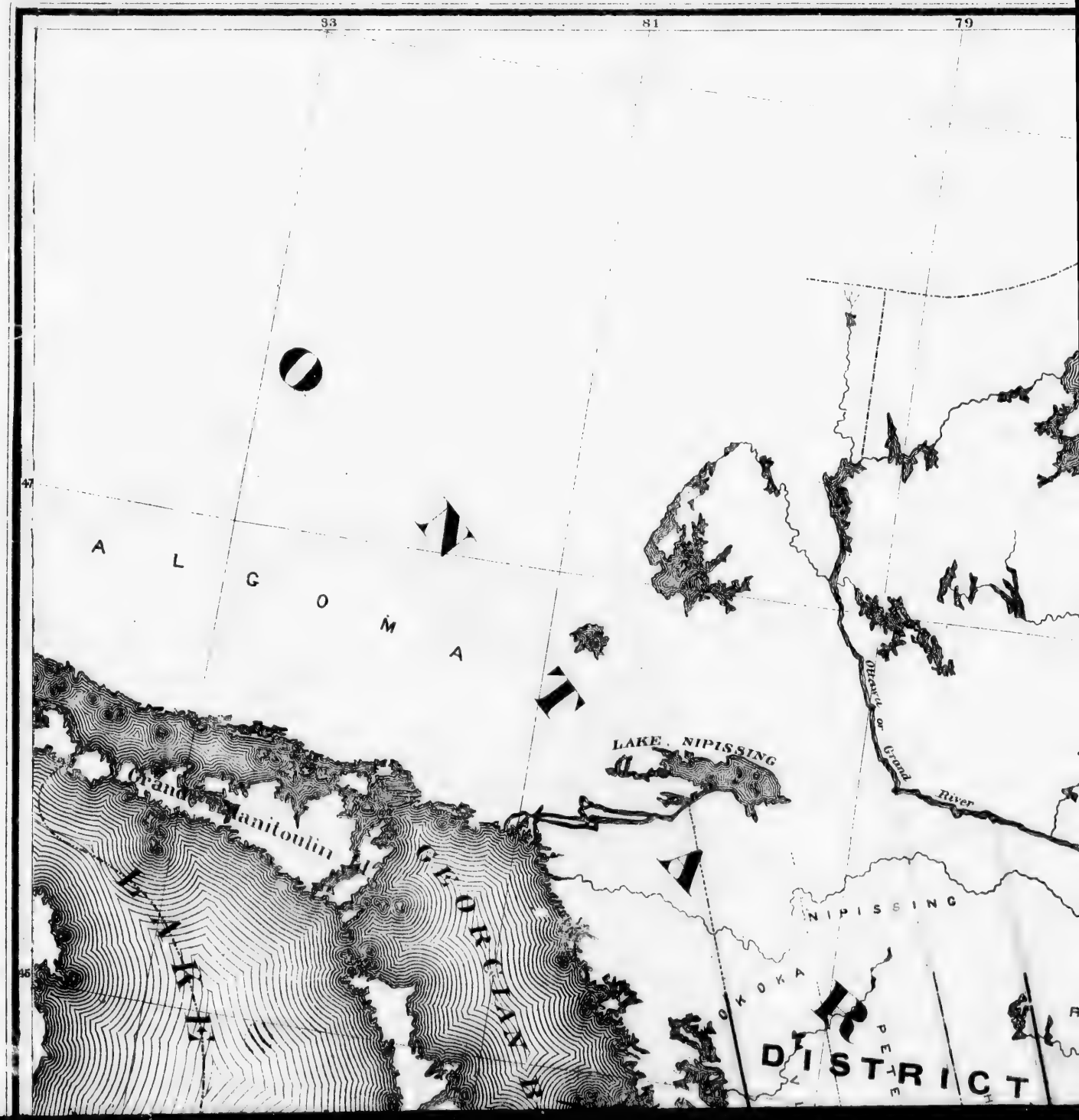
C
W
QUEEN CHARLOTTE S.
Smiths Inlet
Rivers Inlet
Seymour Inlet
Ft. Rupert
Rupert Arm
Johnstone Strait
KNIGHT INLET
BUTE INLET
Toba Inlet
DESOLATION SOUND
JERVIS INLET
HOWE SOUND
QUATSINO
KYUQUOT
ESPERANZA INLET
NOOTKA SOUND
CLAYOQUOT
BARCLAY
Nanaimo
San Juan
Esquimalt
Sooke
JUAN DE FUCA St.
VICTORIA
FRASER RIVER
Lillooet
Lytton
Douglas
Clinton
Anderson
Pemberton
ROUTE
Whatcom
Port Ludlow
128°
127°
126°
125°
124°
123°
Long. W.
122°

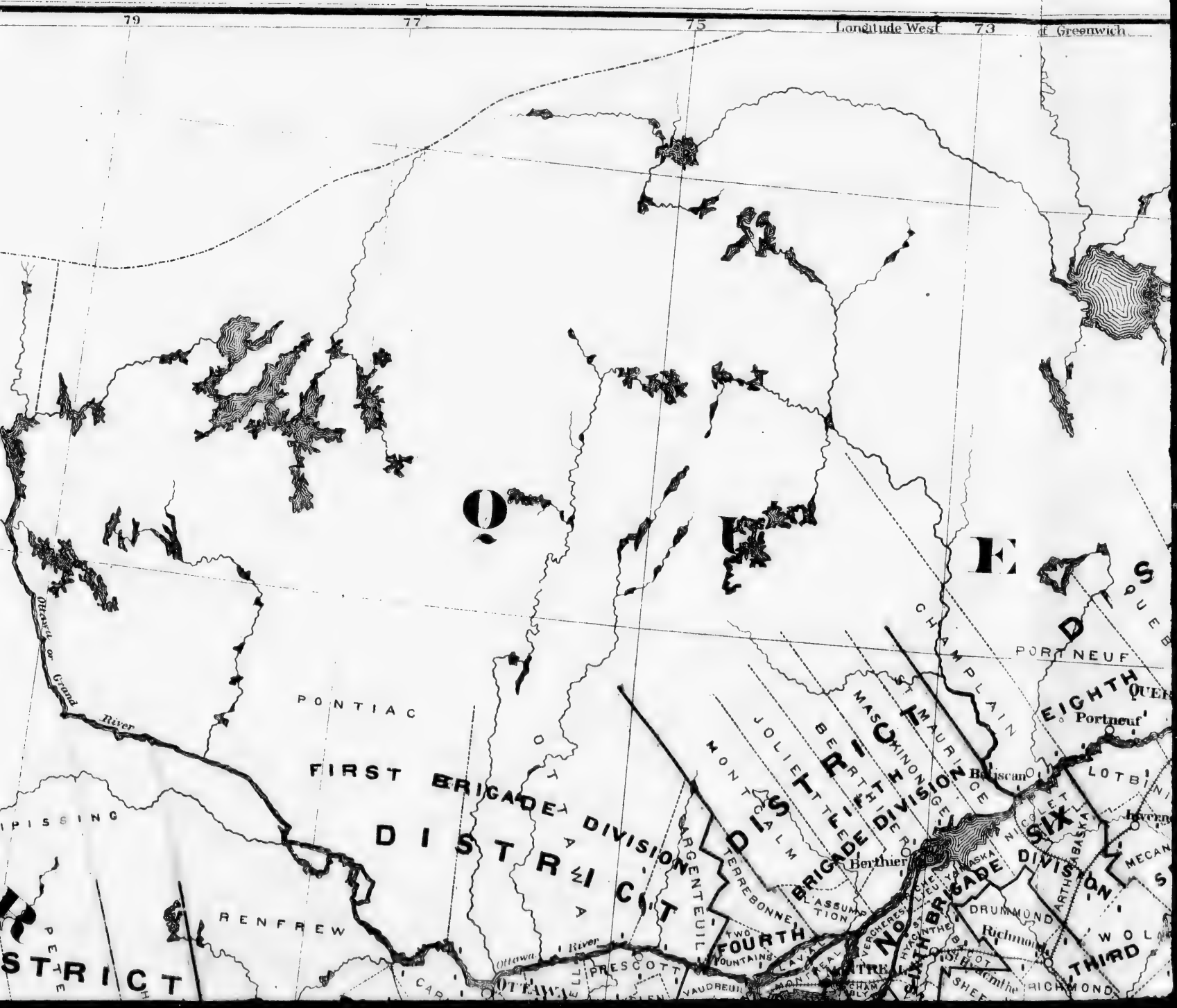


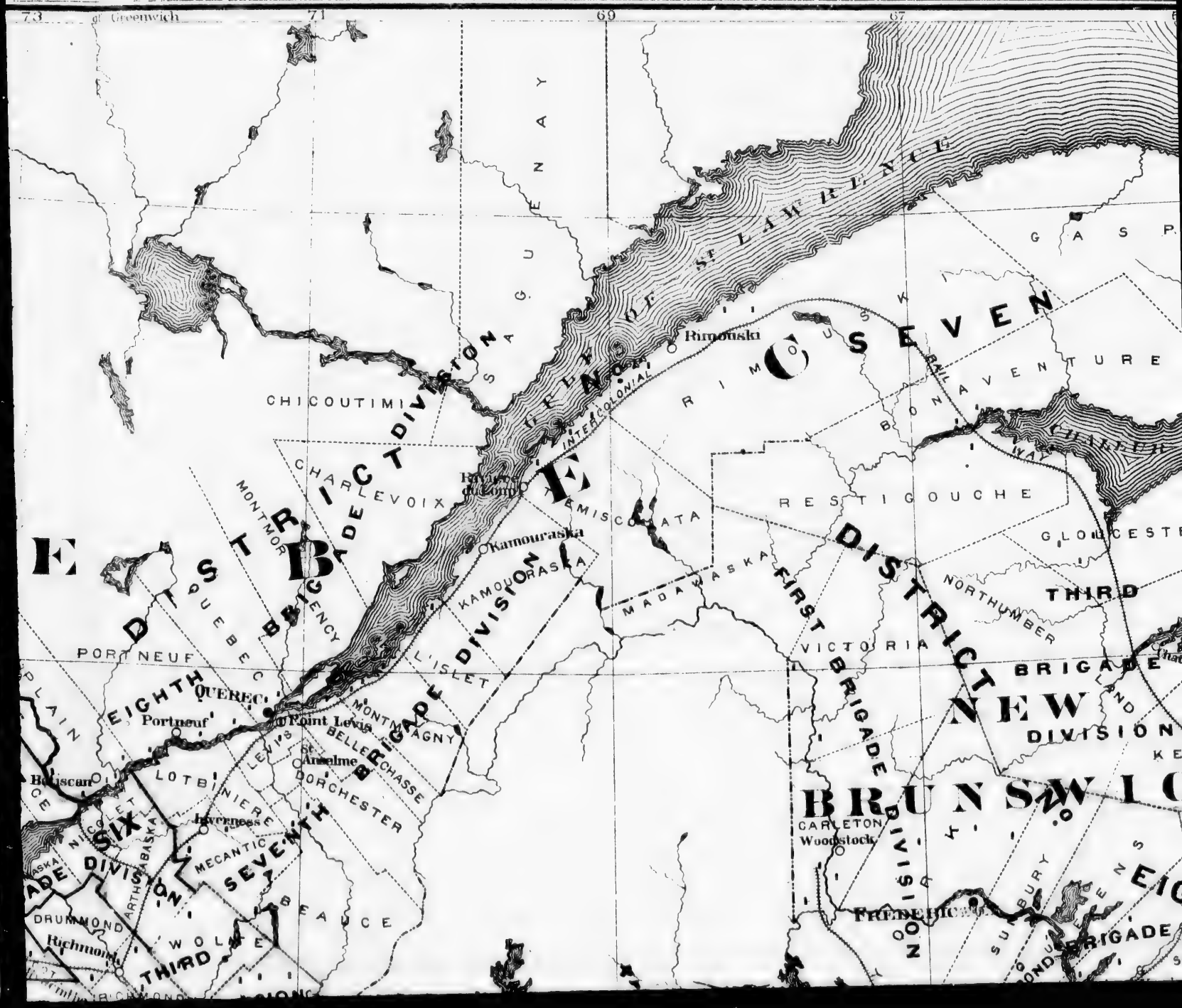
ALTERNATIVE LINE
ROUTE No 5
ROUTE No 4
ROUTE No 2
ROUTE No 1
150 Mile House
Lake La Hache
Dog Creek
Canoe Creek
Big Creek
Rolling Land
Bridge River
Clinton
Cache Creek
Lillooet
Ashcroft
Kamloops
Seymour
Spences Bridge
Lytton
Nicola Lake
Nicola L.
Anderson
Pemberton
Lillooet Lake
Douglas
Yale
Hope
HOWE SOUND
FRASER RIVER
Langley
Princeton
Chute L.
O'Kanagan
R.C. Mission
Silver Mine
GOLD RANGE
SELKIRK RANGE
COLUMBIA RIVER
Little Dalles
Lac des Truites
Upper Arrow L.
Christina
Osoyoos
49th Parallel Nth Lat.
Mt Baker
Skagit River
Whatcom
Ft Colville
W A S H I N G T O
Chelan L.
Rapids
Port Ludlow
VICTORIA
123° Long. W. 122° from 121° Greenwich 120° 119° 118° 117°

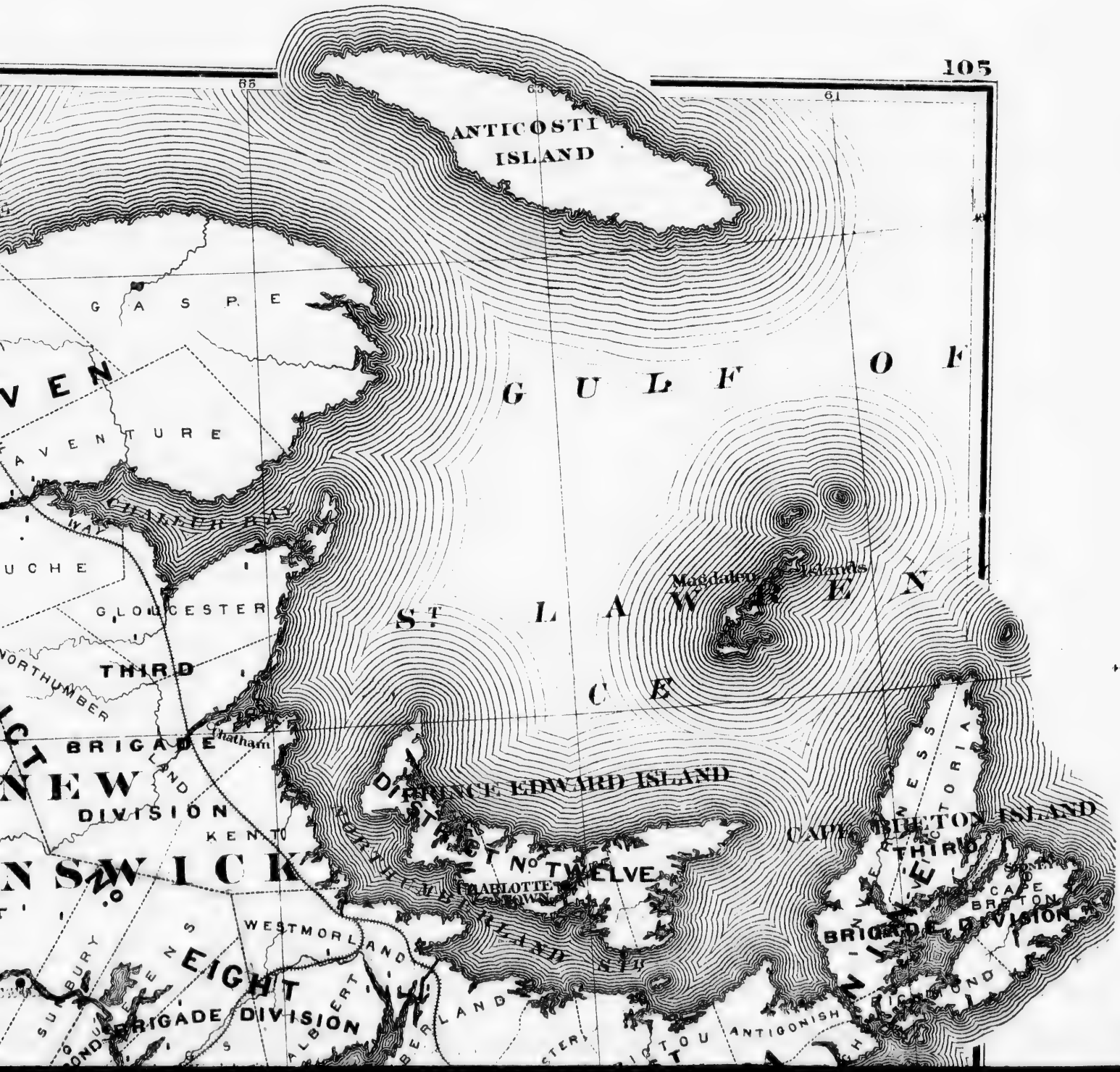


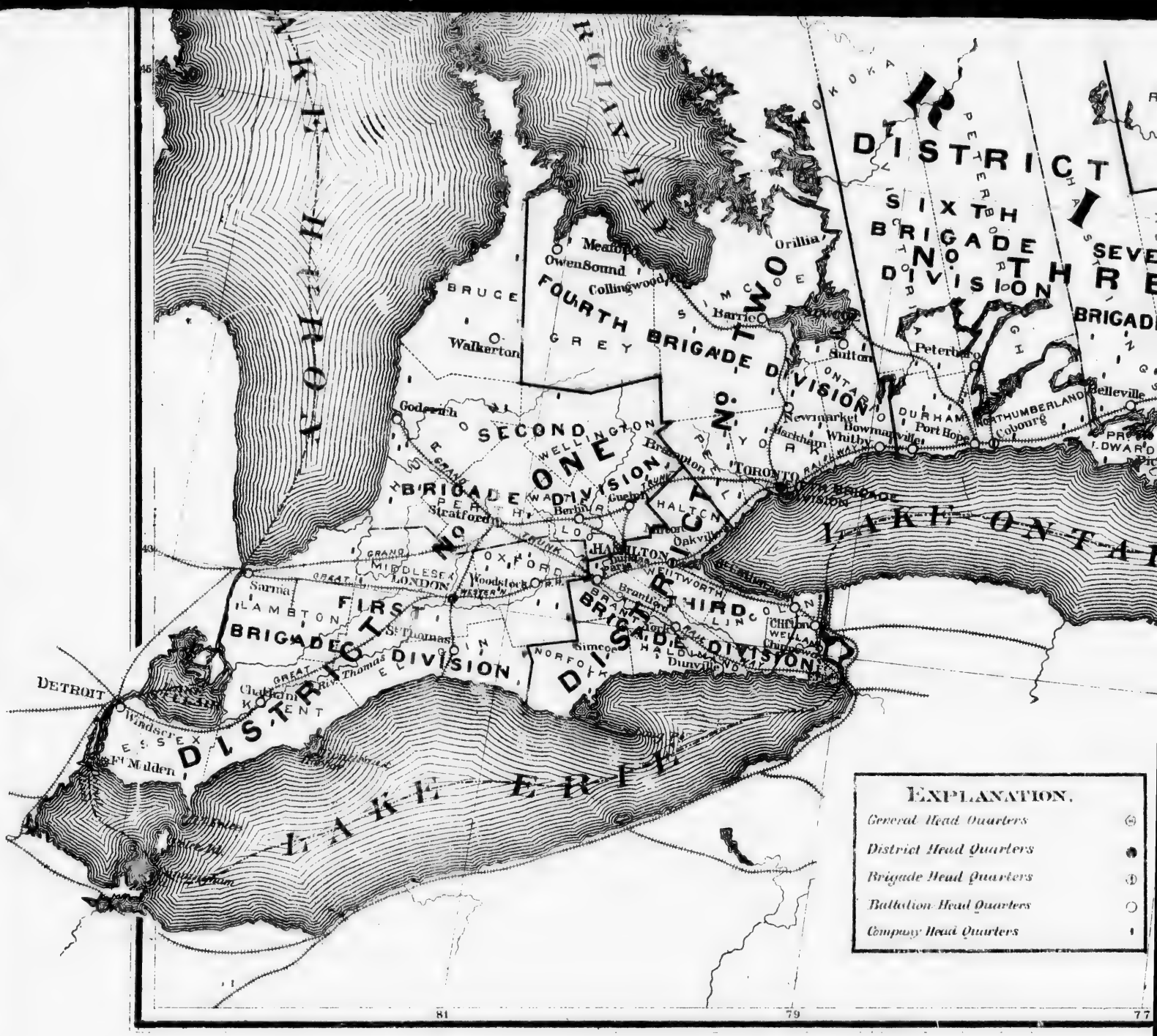
TERRITORY
Red Deer R.
Bow River
Sheep R.
Trap Ck.
Camp C.
Kananaskis Pass
Old Man or Arrow R.
Belly River
Crow Nest R.
Waterton R.
Milk River
Kootenay
Purcell Range
Kootenay Pass
Boundary Pass
Kootenay Trading Post
Tobacco R.
Elk River
Moyie R.
Kaniksu L.
R. C. Mission
Kootenay River
Old Kootenay Ft.
Flathead R.
Flathead L.
Waterton L.
T O N
51°
50°
49°
48°
118°
117°
116°
115°
114°
113°

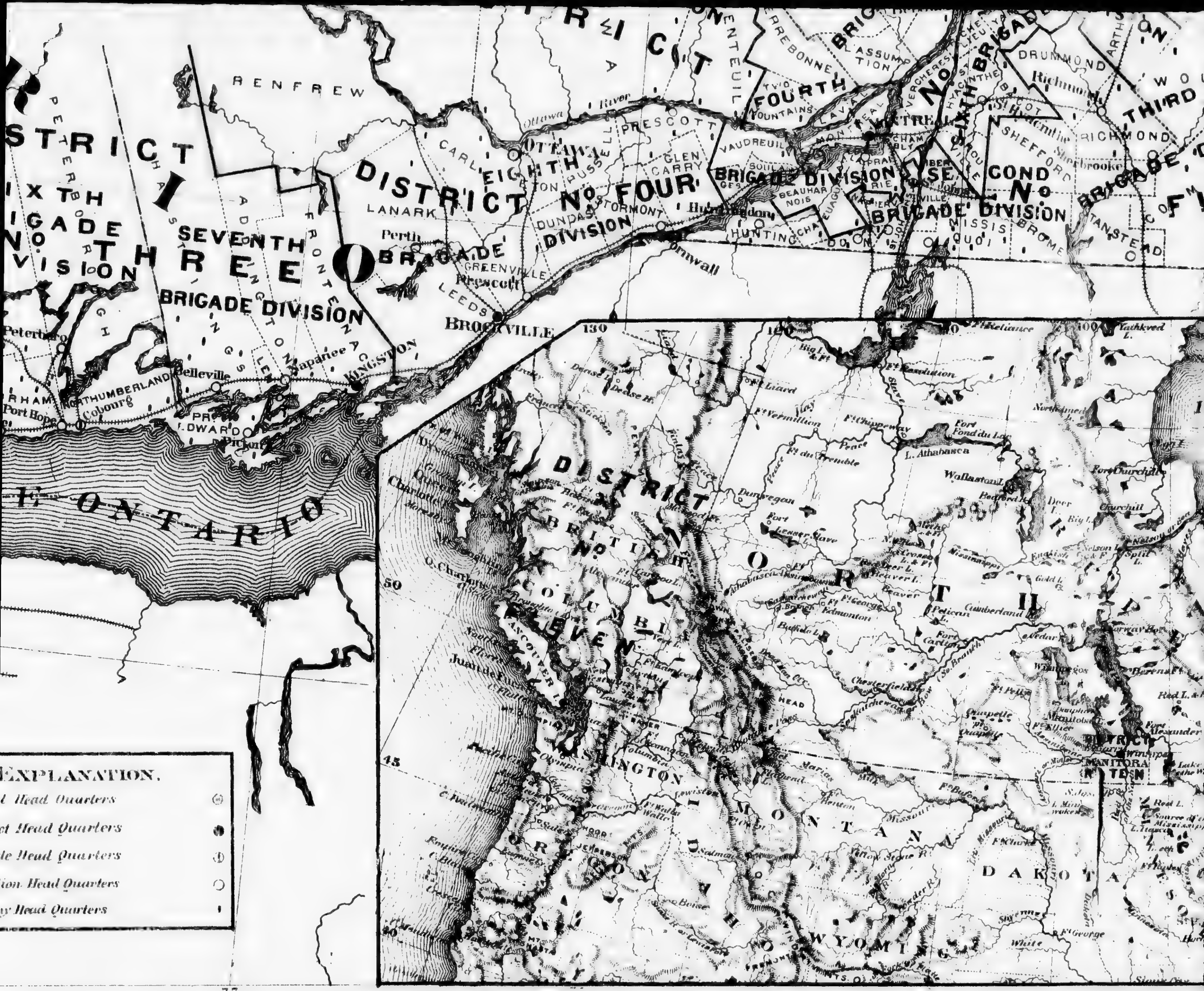

83
81
79
47
46
A L G O M A
LAKE NIPISSING
Grand Manitoulin
GEORGIAN B
Ottawa or Grand River
NIPISSING
OKOKA
PEE
DISTRICT


79
77
75
Longitude West
73
of Greenwich
Q
E
PORTNEUF
CHAMPLAIN
PONTIAC
Ottawa or Grand River
FIRST BRIGADE DIVISION
DISTRICT
RENFREW
Ottawa River
PRESCOTT
OTTAWA
VAUDREUIL
ARGENTEUIL
TERREBONNE
TWO MOUNTAINS
LAVAL
MONTREAL
JOLIETTE
MONTCALM
BERTHIER
MASKINONGE
ST MAURICE
Berthier
Batiscan
Portneuf
EIGHTH
LOTBINIÈRE
NICOLET
ARTHABASKA
DRUMMOND
Richmond
WOLFE
THIRD
SIXTH BRIGADE DIVISION
FIFTH BRIGADE DIVISION
FOURTH
SHEFFORD
RICHMOND
MEGANTIC

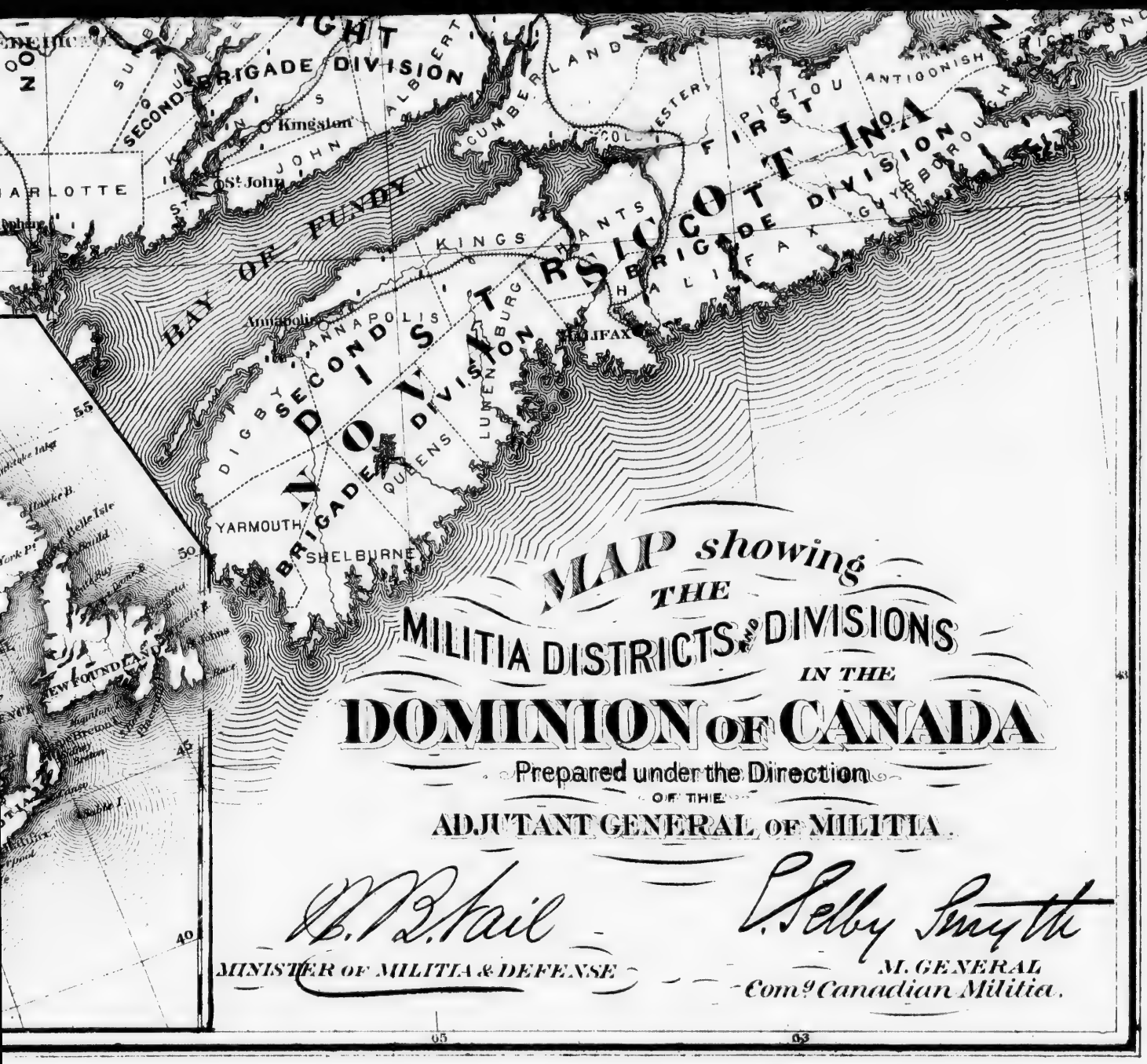

73
Greenwich
71
69
67
SAGUENAY
GULF OF ST. LAWRENCE
GASP
Rimouski
SEVEN
CHICOUTIMI
DISTRICT
DIVISION
INTERCOLONIAL
RIMOUSKI
BONAVENTURE
CHARLEVOIX
Riviere du Loup
TEMISCOUATA
RESTIGOUCHE
GLOUCESTER
Kamouraska
KAMOURASKA
MADAWASKA
FIRST
DISTRICT
NORTHUMBER
THIRD
MONTMORENCY
QUEBEC
BRIGADE
PORTNEUF
L'ISLET
VICTORIA
BRIGADE
EIGHTH
QUEBEC
Portneuf
Point Levis
MONTMAGNY
BELLECHASSE
NEW
DIVISION
Berthier
St. Anselme
DORCHESTER
LOTBINIERE
Inverness
NICOLET
ARTHABASKA
MECANTIC
SIX
SEVENTH
DIVISION
BRUNSWICK
CARLETON
Woodstock
DRUMMOND
Richmond
WOLFE
BEAUCE
THIRD
FREDERICTON
SUNBURY
BRIGADE


65
63
61
ANTICOSTI ISLAND
GASPE
GULF OF
ST LAWRENCE
Magdalen Islands
VEN
AVENTURE
CHALEUR BAY
UCHE
GLOUCESTER
NORTHUMBER
THIRD
BRIGADE
Chatham
NEW
DIVISION
KENT
NSWICK
WESTMORLAND
EIGHT
BRIGADE DIVISION
PRINCE EDWARD ISLAND
DISTRICT No TWELVE
CHARLOTTETOWN
NORTHUMBERLAND STR
CAPE BRETON ISLAND
THIRD
CAPE BRETON
BRIGADE DIVISION
ANTIGONISH


LAKE HURON
GEORGIAN BAY
DISTRICT
SIXTH
BRIGADE
DIVISION
NORTH
SEVE
BRIGAD
FOURTH BRIGADE DIVISION
SECOND BRIGADE DIVISION
DISTRICT ONE
FIRST BRIGADE DIVISION
THIRD BRIGADE DIVISION
DISTRICT TWO
LAKE ONTARIO
LAKE ERIE
BRUCE
GREY
SIMCOE
ONTARIO
PEEL
YORK
WELLINGTON
PERTH
HALTON
WENTWORTH
OXFORD
MIDDLESEX
LONDON
LAMBTON
ESSEX
KENT
NORFOLK
HALDIMAND
LINCOLN
WELLAND
DURHAM
NORTHUMBERLAND
PRINCE EDWARD
Meaford
Owen Sound
Collingwood
Orillia
Barrie
Sutton
Peterboro
Belleville
Walkerton
Goderich
Newmarket
Bowmanville
Port Hope
Cobourg
Whitby
Markham
TORONTO
Brampton
Guelph
Berlin
Stratford
Oakville
HAMILTON
Brantford
Woodstock
Sarnia
St Thomas
Simcoe
Dunville
Chatham
Windsor
Ft Malden
DETROIT
EXPLANATION.
General Head Quarters
District Head Quarters
Brigade Head Quarters
Battalion Head Quarters
Company Head Quarters
81
79
77

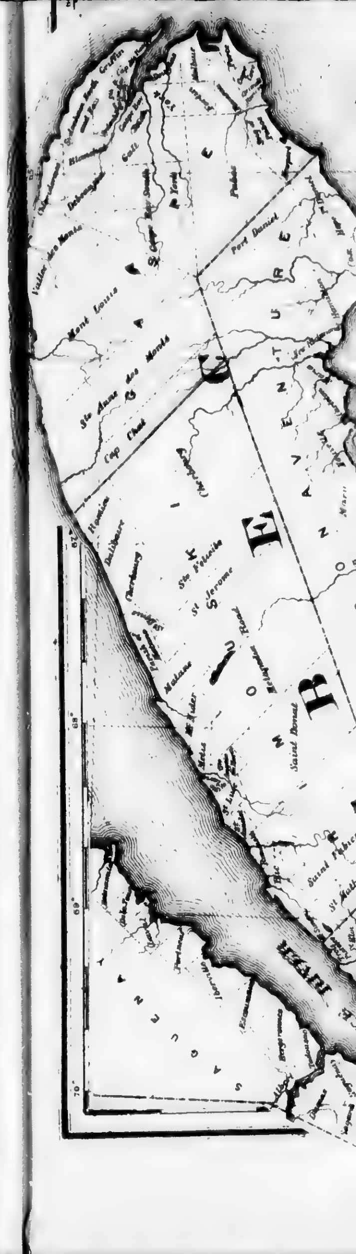

RENFREW
DISTRICT No FOUR
EIGHTH
BRIGADE DIVISION
SIXTH
No
THREE
SEVENTH
BRIGADE DIVISION
FOURTH
THIRD
SECOND
No
BRIGADE DIVISION
DRUMMOND
Richmond
RICHMOND
SHEFFORD
Sherbrooke
VAUDREUIL
PRESCOTT
GLEN GARRY
RUSSELL
CARLETON
OTTAWA
Ottawa River
DUNDAS
STORMONT
LANARK
Perth
GREENVILLE
LEEDS
Prescott
BROCKVILLE
KINGSTON
Napanee
Belleville
Peterboro
NORTHUMBERLAND
Cobourg
Port Hope
PRINCE EDWARD
Picton
ONTARIO
EXPLANATION.
Head Quarters
Head Quarters
Head Quarters
Head Quarters
Head Quarters
DISTRICT
BRITISH
No
COLUMBIA
ELEVEN
NORTH
L. Athabasca
Fort Chipewyan
Fort Churchill
Edmonton
Fort Carlton
Cumberland
Winnipeg
MANITOBA
WASHINGTON
OREGON
IDAHO
MONTANA
DAKOTA
WYOMING
Juan de Fuca
77

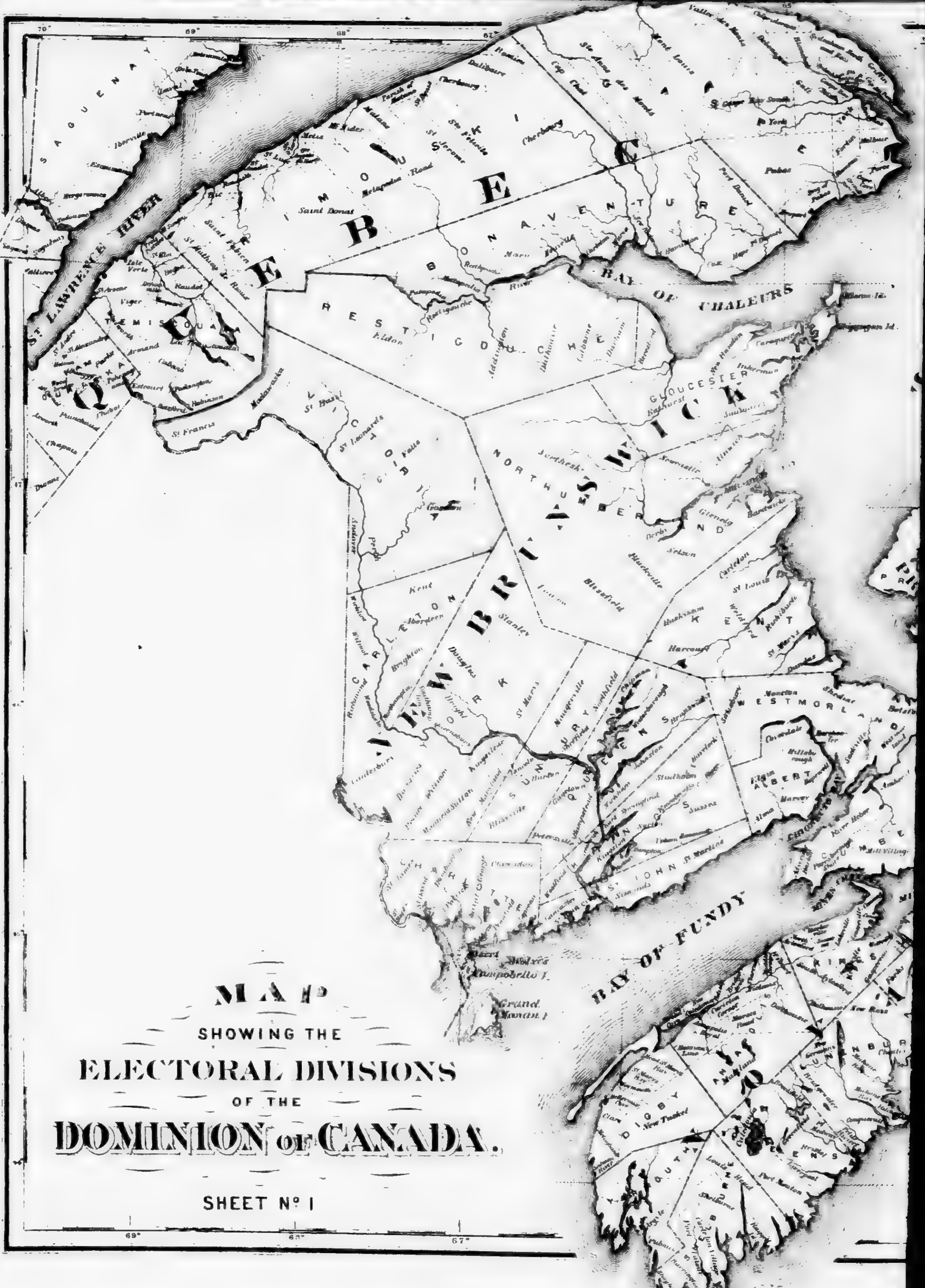
THIRD
BRIGADE, DIVISION
No
FIVE
RICHMOND
SHEFFORD
COMPTON
STANSTEAD
BROME
CHARLOTTE
SECOND BRIG
HUDSON BAY
JAMES BAY
LABRADOR
BRITISH AMERICA
Ruperts River D.
NEW FOUNDLAND
G. OF ST LAWRENCE
NEW BRUNSWICK
NOVA SCOTIA
MAINE
NEW YORK
OTTAWA
DAKOTA
WISCONSIN
MANITOBA
Quebec
Montreal
Toronto
Kingston
Halifax
Fort Churchill
York
Moose Ft.
Anticosti
Belle Isle
YARMO

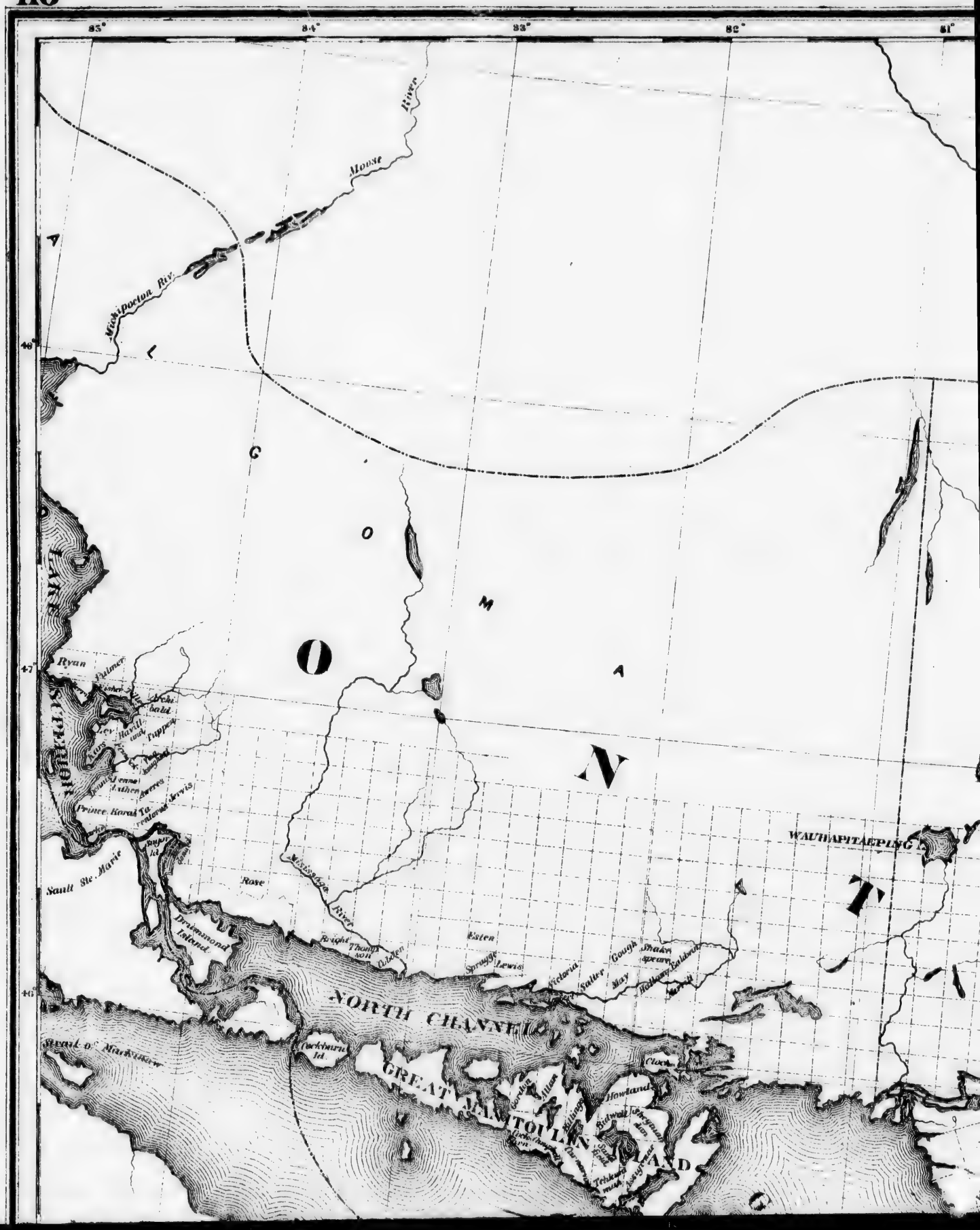

MAP showing
THE
MILITIA DISTRICTS AND DIVISIONS
IN THE
DOMINION OF CANADA
Prepared under the Direction
OF THE
ADJUTANT GENERAL OF MILITIA.
MINISTER OF MILITIA & DEFENSE
M. GENERAL
Com^d Canadian Militia.
BAY OF FUNDY
NOVA SCOTIA
FIRST DISTRICT
SECOND DISTRICT
SECOND BRIGADE DIVISION
FIRST BRIGADE DIVISION
SECOND BRIGADE DIVISION
Kingston
St. John
Annapolis
HALIFAX
YARMOUTH
SHELBURNE
CHARLOTTE
KINGS
ANNAPOLIS
DIGBY
QUEENS
LUNENBURG
HANTS
COLCHESTER
CUMBERLAND
PICTOU
ANTIGONISH
GUYSBOROUGH
NEWFOUNDLAND
Belle Isle
Hawke B.
Magdalen Is.
Cape Breton
Anticosti I.
55
50
45
40
65
63

63° Long. W. from Greenwich 65°
G U L F O F
B E C H E
B O N A V E N T U R E
Saint Barnet
Port Daniel
Pabos
St Gervais
St Fidèle
Cap Chat
Mont Louis
Valleyfield
St George Bay South
St Yves
Port Daniel

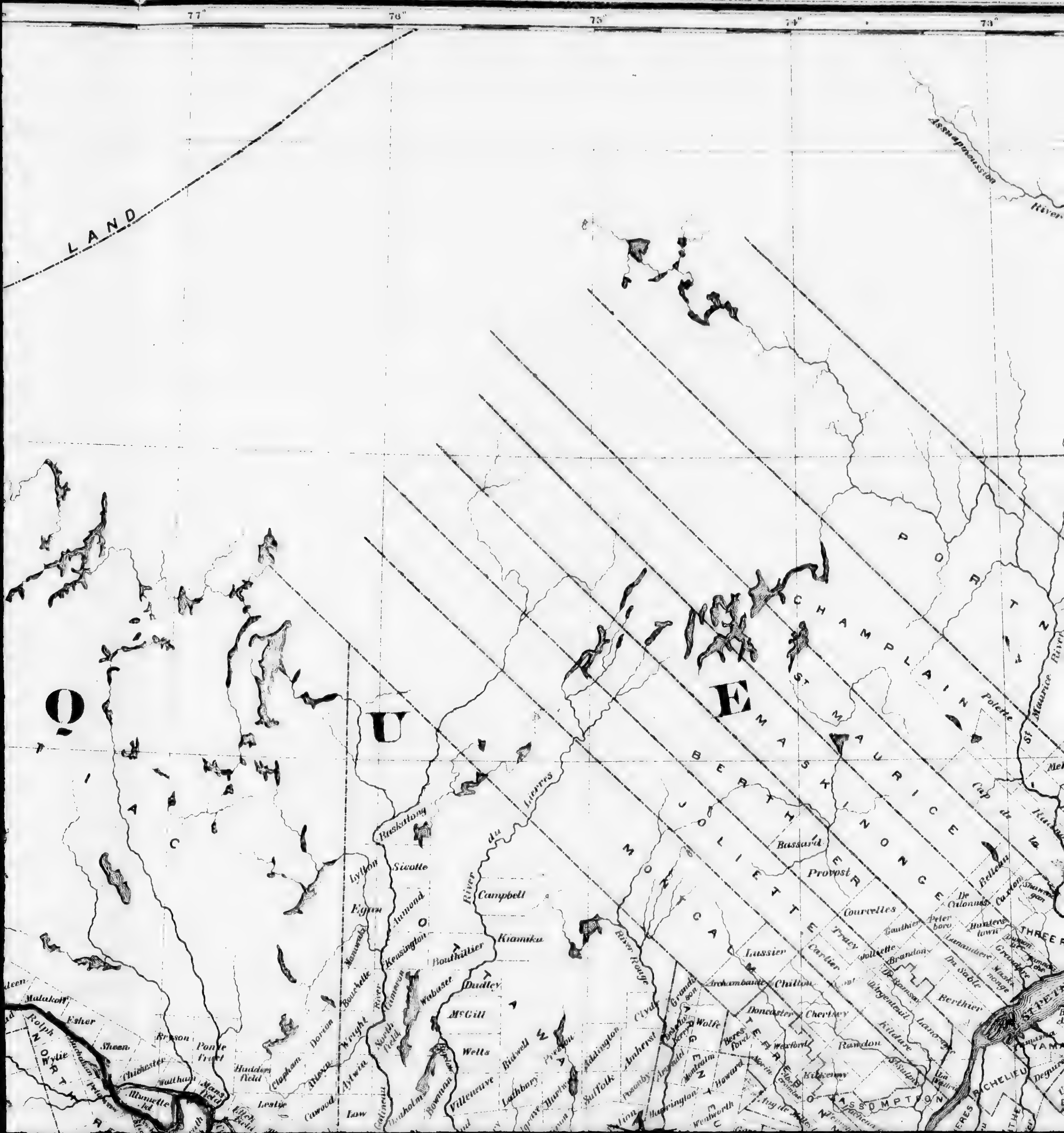
MAP
SHOWING THE
ELECTORAL DIVISIONS
OF THE
DOMINION OF CANADA.
SHEET Nº 1
Scale 30 miles to one inch
GULF OF
ST LAWRENCE
BAY OF CHALEURS
BAY OF FUNDY
QUEBEC
NEW BRUNSWICK
NOVA SCOTIA
PRINCE EDWARD ISLAND
63° Long. W. from Greenwich 62°
61° Long. W. from Greenwich 60°


Mont Louis
Ste Anne des Monts
Cap Chat
Port Daniel
Matane
St Jerome
Saint Donat

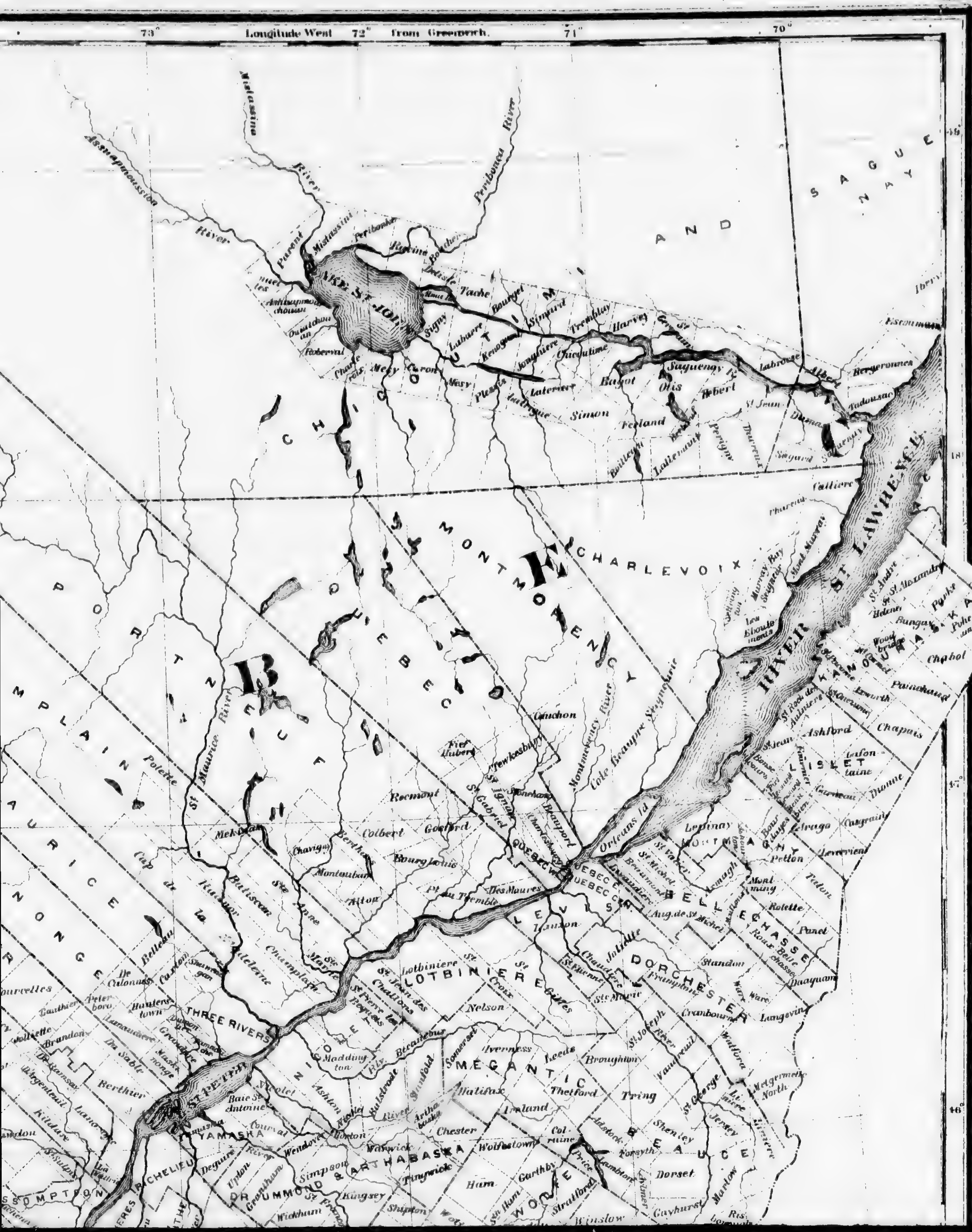

MAP
SHOWING THE
ELECTORAL DIVISIONS
OF THE
DOMINION OF CANADA.
SHEET Nº 1
QUEBEC
NEW BRUNSWICK
BAY OF CHALEURS
BAY OF FUNDY
ST LAWRENCE RIVER
SAGUENAY
RIMOUSKI
GASPE
BONAVENTURE
RESTIGOUCHE
GLOUCESTER
NORTHUMBERLAND
VICTORIA
CARLETON
YORK
SUNBURY
QUEENS
KINGS
WESTMORLAND
ALBERT
KENT
ST JOHN
CHARLOTTE
TEMISCOUATA
DIGBY
YARMOUTH
Grand Manan I.
Campobello I.


83°
84°
83°
82°
81°
46°
47°
46°
Moose River
Mississippi Riv.
LAKE
SUPERIOR
Ryan
Palmer
Prince
Rose
Sault Ste. Marie
Drummond Island
Mississagua River
Bright
Thomson
Esten
Sprague
Lewis
Victoria
Salter
May
Gough
Shakespeare
Balmoral
Howland
Clock
NORTH CHANNEL
GREAT MANITOULIN ISLAND
Cockburn Isl.
WAUHAPITAEPING
O
N
T
A
R
I
O

81°
80°
79°
78°
77°
ABBITIBI LAKE
APPROXIMATE HEIGHT OF LAND
Boundary between Ontario and Quebec
Blackf River
Montreal River
Ottawa River
L. TEMISCAMING
LAKE MAGANTAWAN
WAUHAPITAEPING
L. KEPEEWA
LAKE NIPISSING
Q
P
O
A
C
T
Graham
Gladstone
Ottawa
Haboucher
Aberford
Aberdeen
Malakoff
Esher
Rolph
Head
Clara
Maria
River
Wylie
Sheen
Ponie Trust
Chichester
Waltham
Blumette
Huddersfield
Pelawa
River
Blair
Brown
Wilson
Ferrie
Lount



77°
76°
75°
74°
73°
LAND
Q U E
P O R T N
CHAMPLAIN
ST MAURICE
MASKINONGE
BERTHIER
JOLIETTE
MONTCALM
Assuapmoussion
River
St Maurice River
Polette
Cap de la
River du Lièvres
River Rouge
Baskatong
Sicotte
Lytton
Egan
Aumond
Kensington
Bouthillier
Campbell
Kiamika
Dudley
McGill
Wells
Bassard
Provost
Courcelles
Lussier
Archambault
Chilton
Doncaster
Chertsey
Rawdon
Kildare
Brandon
Berthier
Tracy
Carlier
Joliette
De Calonne
Belleau
Caxton
Hunterstown
Peterboro
Gauthier
Lanaudière
Du Sable
Maskinonge
THREE R
Malakoff
Esher
Rolph
Wylie
Sheen
Bryson
Chichester
Waltham
Pontefract
Huddersfield
Clapham
Cawood
Leslie
Dorion
Wright
Bouchette
Cameron
Wabassee
Bidwell
Preston
Addington
Amherst
Clyde
Wolfe
Wexford
Kilkenny
Montcalm
Howard
Wentworth
Harrington
Ponsonby
Suffolk
Lathbury
Villeneuve
Bowman
Low
Aylwin
Northfield
RICHELIEU
ASSOMPTION


Longitude West 72° from Greenwich
73°
71°
70°
CHICOUTIMI AND SAGUENAY
LAKE ST. JOHN
CHARLEVOIX
MONTMORENCY
QUEBEC
PORTNEUF
CHAMPLAIN
ST MAURICE
MASKINONGE
RIVER ST LAWRENCE
KAMOURASKA
L'ISLET
MONTMAGNY
BELLECHASSE
DORCHESTER
LEVIS
LOTBINIERE
MEGANTIC
NICOLET
ARTHABASKA
DRUMMOND & ARTHABASKA
YAMASKA
RICHELIEU
BEAUCE
WOLFE
THREE RIVERS
QUEBEC
Orleans Id
Tadousac
Escoumain
Bergeronnes
Saguenay
Roberval
Charlevoix
Simon
Ferland
Bagot
Tremblay
Harvey
Simard
Bourget
Tache
Caron
Mesy
Signay
Laterriere
Jonquiere
Otis
Hebert
Callieres
Montmorency River
Cote Beaupre Seigniory
Gauchon
Tewkesbury
Stoneham
Beauport
Charlesbourg
Fief Hubert
Rocmont
Colbert
Gosford
Bourg Louis
Montauban
Alton
Des Maures
Lauzon
Ashford
Chapais
Painchaud
Chabol
Bungay
Parke
St Jean
St Roch des Aulnieres
Lepinay
Pelton
Rolette
Panet
Standon
Ware
Langevin
Cranbourne
Frampton
Jolliette
Watford
Metgermette North
Broughton
Tring
Thetford
Ireland
Leeds
Inverness
Halifax
Chester
Somerset
Stanfold
Bulstrode
Aston
Blandford
Maddington
Nelson
Gilles
Croix
Shenley
Dorset
Forsyth
Lambton
Garthby
Ham
Tingwick
Wolfestown
Warwick
Horton
Simpson
Kingsey
Grantham
Wendover
Upton
Deguire
Wickham
Shipton
Winslow
Stratford
Gayhurst
Marlow
Jersey
Cap de la Madeleine
Batiscan
Champlain
Ste Anne
Brandon
Berthier
Kildare
Peterboro
Hunterstown
Caxton
Belleau
De Calonne
Lac St Peter
Baie St Antoine
St Maurice River
Mistassini
Peribonca River
Assuapmoussoin River

LAKE HURON
GEORGIAN
NORTH BRUCE
SOUTH BRUCE
NORTH GREY
SOUTH GREY
EAST GREY
NORTH HURON
CENTRE HURON
SOUTH HURON
N. WELLINGTON
CENTRE WELLINGTON
N. WATERLOO
S. WATERLOO
N. PERTH
S. PERTH
N. OXFORD
S. OXFORD
N. MIDDLESEX
E. MIDDLESEX
W. MIDDLESEX
LONDON
LAMBTON
BOTHWELL
KENT
ESSEX
W. ELGIN
E. ELGIN
N. NORFOLK
S. NORFOLK
LAKE ST. CLAIR
Southampton
Kincardine
Sarnia
Windsor
Sandwich
LAKE

GEORGIAN BAY
LAKE ONTARIO
LAKE ERIE
LAKE SIMCOE
NOTTAWASAGA BAY
STURGEON L.
Collingwood
Owen Sound
Meaford
Thornbury
Wiarton
Lion's Head
Tobermory
Southampton
Kincardine
Port Elgin
Walkerton
Chesley
Paisley
Teeswater
Mildmay
Hanover
Durham
Flesherton
Markdale
Meaford
Thornbury
Collingwood
Stayner
Creemore
Alliston
Beeton
Tottenham
Bradford
Newmarket
Aurora
Richmond Hill
Markham
Stouffville
Uxbridge
Sutton West
Georgina
Brock
Scott
Reach
Pickering
Whitby
Oshawa
Port Perry
Lindsay
Fenelon Falls
Bobcaygeon
Omemee
Coboconk
Haliburton
Minden
Gravenhurst
Bracebridge
Huntsville
Parry Sound
Burk's Falls
Sundridge
Powassan
Mattawa
Deep River
Pembroke
Renfrew
Arnprior
Almonte
Carleton Place
Perth
Smiths Falls
Brockville
Gananoque
Kingston
Napanee
Picton
Belleville
Trenton
Cobourg
Port Hope
Peterborough
Lindsay
Orillia
Barrie
Midland
Penetanguishene
Collingwood
Owen Sound
Walkerton
Hanover
Mildmay
Teeswater
Chesley
Paisley
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Deep River
Pembroke
Renfrew
Arnprior
Almonte
Carleton Place
Perth
Smiths Falls
Brockville
Gananoque
Kingston
Napanee
Picton
Belleville
Trenton
Cobourg
Port Hope
Peterborough
Lindsay
Orillia
Barrie
Midland
Penetanguishene
Toronto
Hamilton
Brantford
Guelph
Galt
Paris
Dundas
Ancaster
Waterloo
Kitchener
Berlin
Preston
Hespeler
Ayr
Woodstock
Ingersoll
Tillsonburg
Simcoe
Port Dover
Port Rowan
Delhi
Port Burwell
Aylmer
St. Thomas
Dunnville
Port Colborne
Welland
Niagara
St. Catharines
Thorold
Grimsby
Beamsville
Jordan
Port Dalhousie
Port Hope
Cobourg
Port Colborne
Welland
Niagara
St. Catharines
Thorold
Grimsby
Beamsville
Jordan
Port Dalhousie
Port Burwell
Port Dover
Port Rowan
Delhi
Aylmer
St. Thomas
Dunnville
Simcoe
Ingersoll
Tillsonburg
Woodstock
Paris
Brantford
Guelph
Galt
Hamilton
Toronto
Kitchener
Berlin
Preston
Hespeler
Ayr
Waterloo
Dundas
Ancaster
Barrie
Orillia
Midland
Penetanguishene
Collingwood
Owen Sound
Walkerton
Hanover
Mildmay
Teeswater
Chesley
Paisley
Port Elgin
Kincardine
Southampton
Wiarton
Lion's Head
Tobermory
Flesherton
Markdale
Meaford
Thornbury
Stayner
Creemore
Alliston
Beeton
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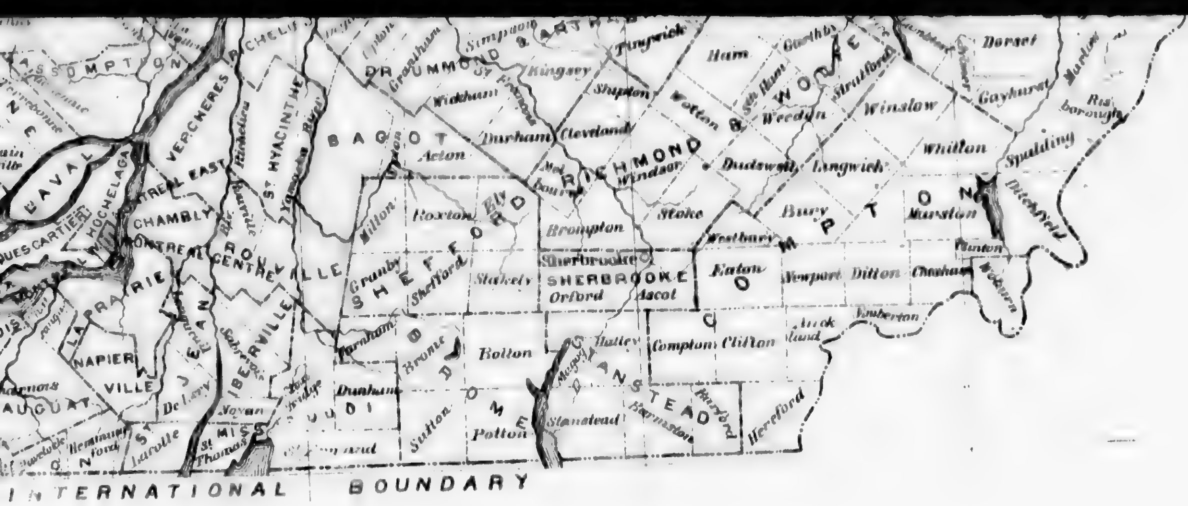
Newmarket
Aurora
Richmond Hill
Markham
Stouffville
Uxbridge
Sutton West
Georgina
Brock
Scott
Reach
Pickering
Whitby
Oshawa
Port Perry
Lindsay
Fenelon Falls
Bobcaygeon
Omemee
Coboconk
Haliburton
Minden
Gravenhurst
Bracebridge
Huntsville
Parry Sound
Burk's Falls
Sundridge
Powassan
Mattawa
Deep River
Pembroke
Renfrew
Arnprior
Almonte
Carleton Place
Perth
Smiths Falls
Brockville
Gananoque
Kingston
Napanee
Picton
Belleville
Trenton
Cobourg
Port Hope
Peterborough
Lindsay
Orillia
Barrie
Midland
Penetanguishene
Collingwood
Owen Sound
Walkerton
Hanover
Mildmay
Teeswater
Chesley
Paisley
Port Elgin
Kincardine
Southampton
Wiarton
Lion's Head
Tobermory
Flesherton
Markdale
Meaford
Thornbury
Stayner
Creemore
Alliston
Beeton
Tottenham
Bradford
Newmarket
Aurora
Richmond Hill
Markham
Stouffville
Uxbridge
Sutton West
Georgina
Brock
Scott
Reach
Pickering
Whitby
Oshawa
Port Perry
Lindsay
Fenelon Falls
Bobcaygeon
Omemee
Coboconk
Haliburton
Minden
Gravenhurst
Bracebridge
Huntsville
Parry Sound
Burk's Falls
Sundridge
Powassan
Mattawa
Deep River
Pembroke
Renfrew
Arnprior
Almonte
Carleton Place
Perth
Smiths Falls
Brockville
Gananoque
Kingston
Napanee
Picton
Belleville
Trenton
Cobourg
Port Hope
Peterborough
Lindsay
Orillia
Barrie
Midland
Penetanguishene
81°
80°
79°
78°
77°

ELECT
DOMIN
INTERNATIONAL
OTTAWA
PRESCOTT
RUSSELL
DEUX MONTAGNES
VAUDREUIL
SOULANGES
BEAUHARNOIS
CHATEAUGUAY
HUNTINGDON
ARGENTEUIL
PONTIAC
CARLETON
LANARK
RENFREW
GLENGARRY
STORMONT
DUNDAS
GRENVILLE
LEEDS & GRENVILLE
LEEDS
FRONTENAC
LENNOX
ADDINGTON
HASTINGS
EAST HASTINGS
PRINCE EDWARD
Belleville
Napierville
Chambly
Verchères
St Hyacinthe
Iberville
Laprairie
Napierville
Vaudreuil
Soulanges
Beauharnois
Chateauguay
Huntingdon
Argenteuil
Pontiac
Carleton
Lanark
Renfrew
Glengarry
Stormont
Dundas
Grenville
Leeds
Frontenac
Lennox
Addington
Hastings
Prince Edward
Ontario
77°
76° Longitude W. from Greenwich 75°
74°

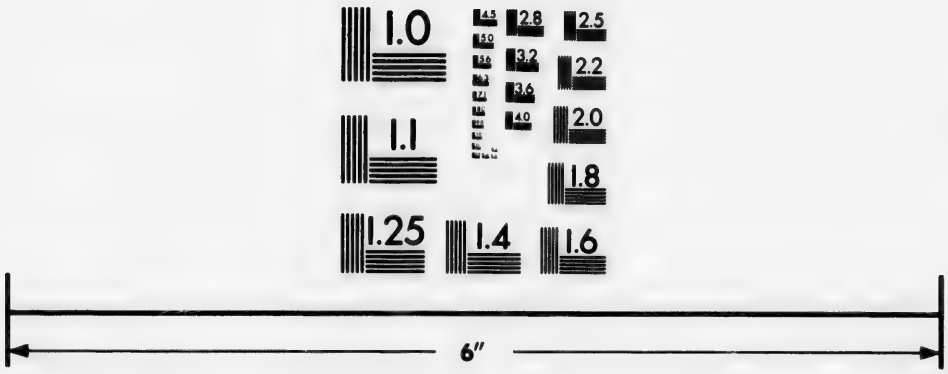


MAP
SHOWING THE
ELECTORAL DIVISIONS
OF THE
DOMINION OF CANADA.

SHEET Nº 2.

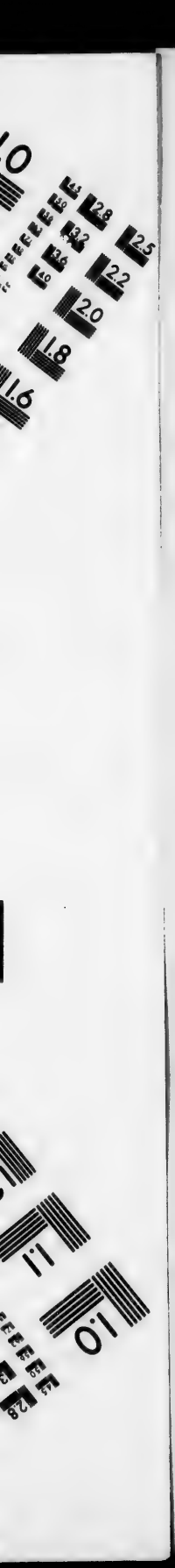
Scale 30 Miles to one inch

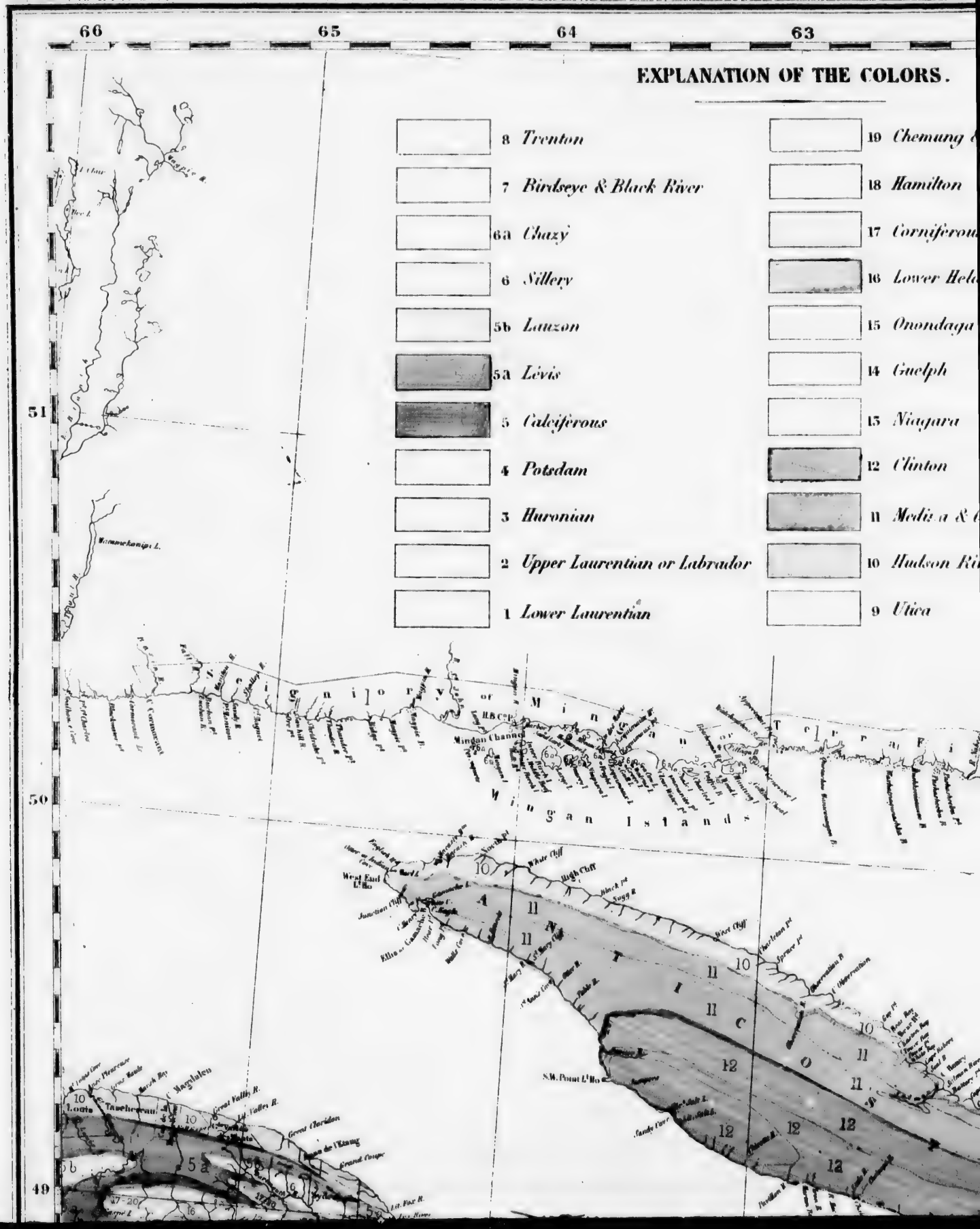
IMAGE EVALUATION
TEST TARGET (MT-3)



Photographic
Sciences
Corporation

23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503

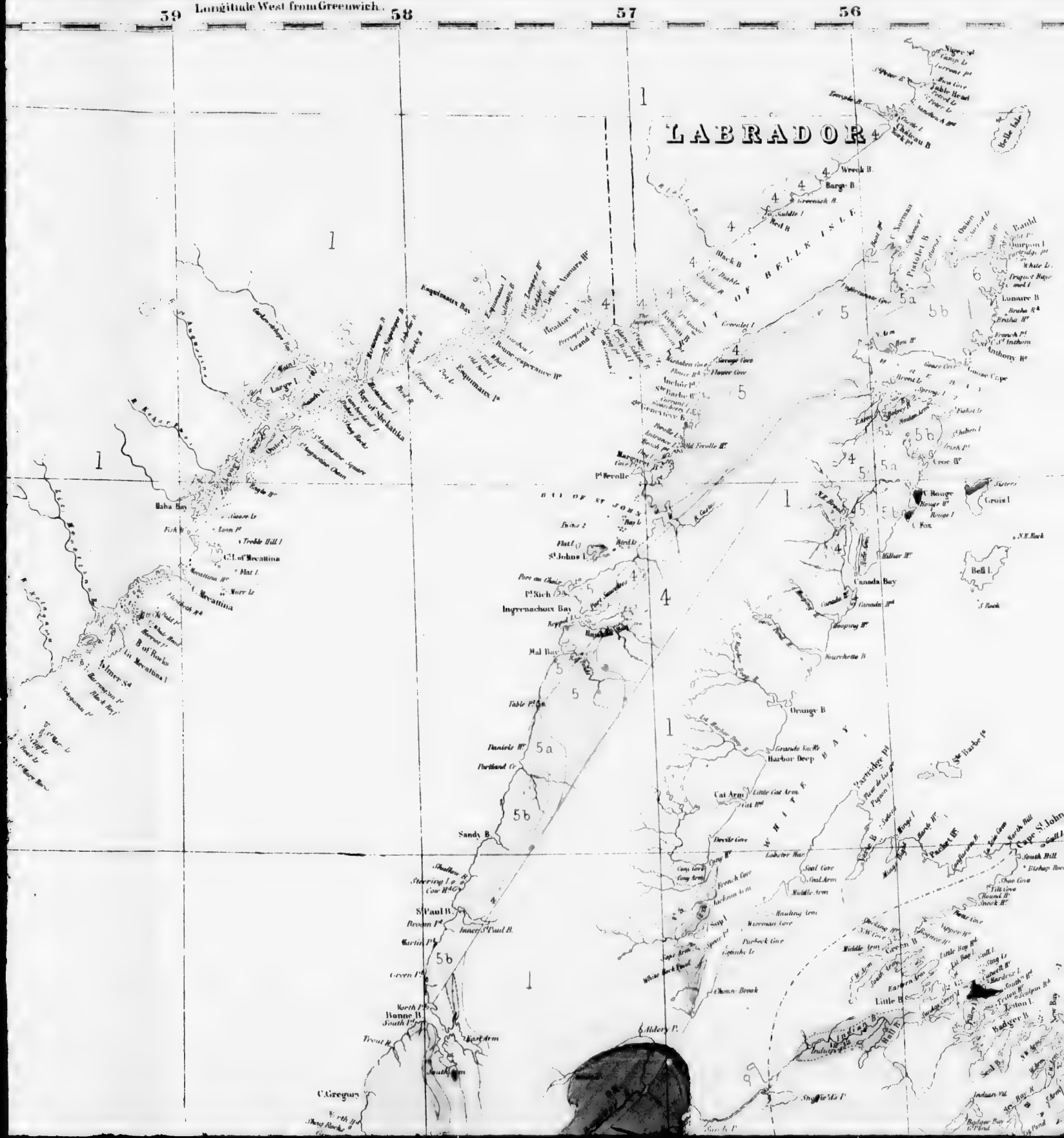

2.8
2.5
2.2
2.0
1.8
1.6
1.1
1.0

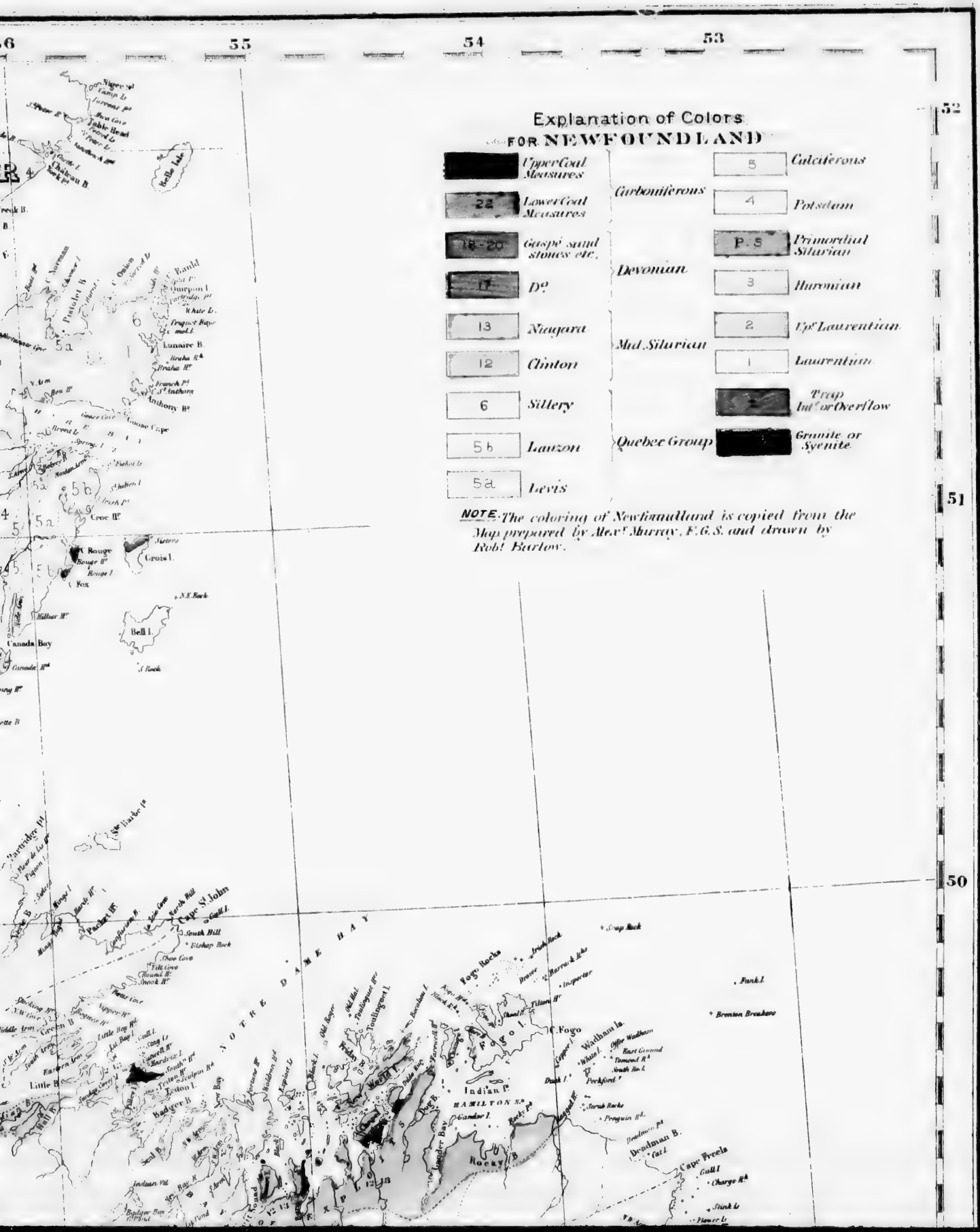

66
65
64
63
51
50
49
EXPLANATION OF THE COLORS.
8 Trenton
7 Birdseye & Black River
6a Chazy
6 Sillery
5b Lauzon
5a Lévis
5 Calciferous
4 Potsdam
3 Huronian
2 Upper Laurentian or Labrador
1 Lower Laurentian
19 Chemung
18 Hamilton
17 Corniferous
16 Lower Helderberg
15 Onondaga
14 Guelph
13 Niagara
12 Clinton
11 Medina
10 Hudson River
9 Utica
Wawanosh Is.
Manitoulin Channel
Wingan Islands
Lake Huron
Lake Superior
Lake Michigan
Lake Erie
Lake Ontario
Lake St. Clair
Lake Nipissing
Lake Simcoe
Lake Huron
Lake Superior
Lake Michigan
Lake Erie
Lake Ontario
Lake St. Clair
Lake Nipissing
Lake Simcoe

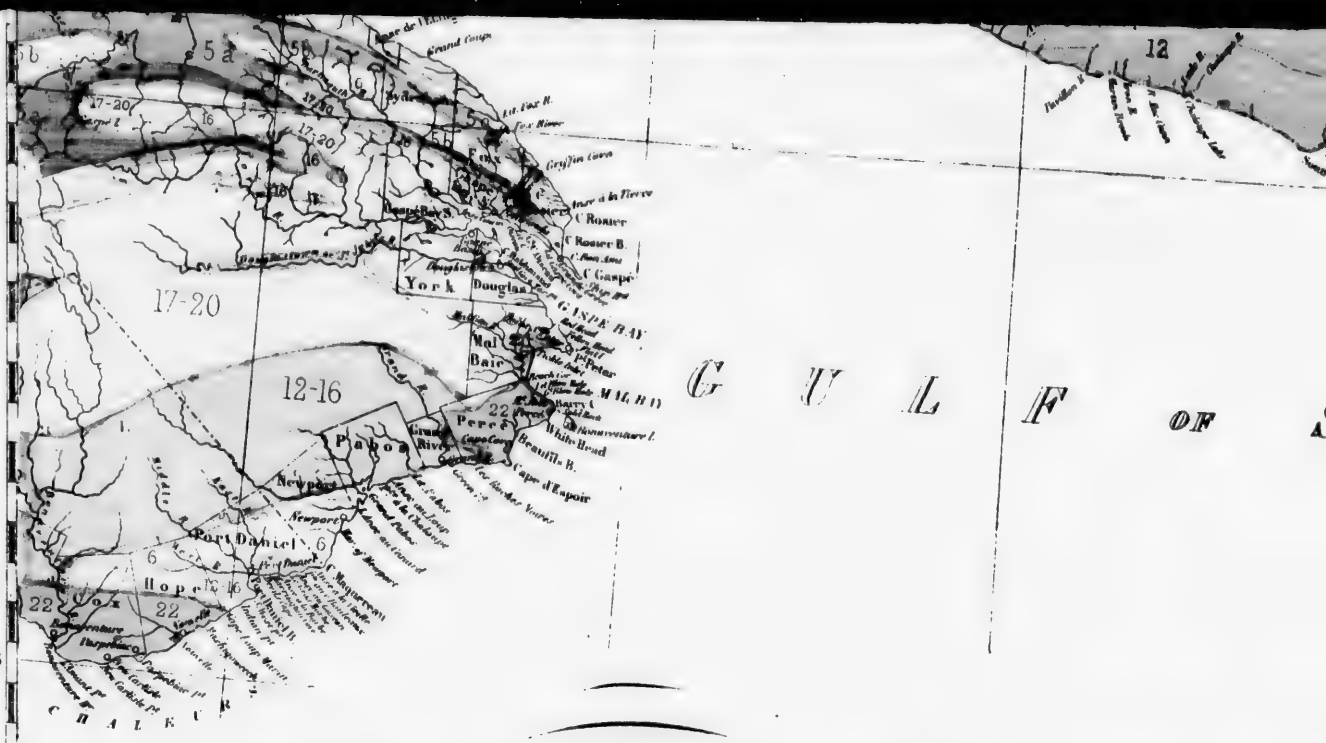
63 62 61 60 59 Longitude West fr

ON OF THE COLORS.

19	*Chemung & Portage*	28	*Tertiary*
18	*Hamilton*	27	*Cretaceous*
17	*Corniferous & Priskany*	26	*Trias*
16	*Lower Helderberg*	25	*Permian ?*
15	*Onondaga*	24	*Upper Carboniferous limestone*
14	*Guelph*	23	*Coal Measures*
13	*Niagara*	22	*Bonaventure*
12	*Clinton*	21	*Lower Carboniferous limestone*
11	*Medina & Oneida*	20	*Old red*
10	*Hudson River*	t	*Greenstone*
9	*Utica*	g	*Granite &c.*


Longitude West from Greenwich
59
58
57
56
LABRADOR
Wreck B.
Barge B.
Greenish H.
Saddle I.
Red B.
Black B.
Pistolet B.
Lunaire B.
Anthony Hr.
Groix I.
Bell I.
Pt. Revolle
St. Johns I.
Inguernachoux Bay
Mal Bay
Canada Bay
Orange B.
Harbor Deep
Cat Arm
Sandy B.
S. Paul B.
Bonne B.
C. Gregory
Baha Bay
Mecattina
Table Hill I.
Indian Hill
Badger B.
Little B.
Beton I.
Cape St. John
Pacquet Hr.
Partridge Pt.
Indian Vill.
Baylor Bay
Big Pond


56
55
54
53
52
51
50
Explanation of Colors
FOR NEWFOUNDLAND
Upper Coal Measures
22 Lower Coal Measures
18-20 Gaspé sand stones etc.
17 Do
13 Niagara
12 Clinton
6 Sillery
5b Lauzon
5a Levis
Carboniferous
Devonian
Mid. Silurian
Quebec Group
5 Calciferous
4 Potsdam
P. 5 Primordial Silurian
3 Huronian
2 Up. Laurentian
1 Laurentian
Trap Int. or Overflow
Granite or Syenite
NOTE-The coloring of Newfoundland is copied from the Map prepared by Alex. Murray, F.G.S. and drawn by Rob. Barlow.
Table Head
Belle Isle
Lunaire B.
Anthony Hr.
Croix I.
Canada Bay
Bell I.
Cape St. John
Pacquet Hr.
NOTRE DAME BAY
Fogo Rocks
C. Fogo
Fogo I.
Wadham Is.
Indian P.
HAMILTON Sd.
Rocky B.
Dragman B.
Cape Freels
Brenton Breakers
Little B.
Badger B.
Seal B.
Indian Vil.
Badger Bay



GEOLOGICAL MAP OF CANADA
AND
NEWFOUNDLAND

Derived from the Results of

THE CANADIAN GEOLOGICAL SURVEY

and from the Labors of

DR. J. W. DAWSON, PROFESSORS JAMES ROBB, J. B. JUKES AND OTHERS.

PUBLISHED ORIGINALLY IN 1866,

BY

SIR W. E. LOGAN, F.R.S., ETC.

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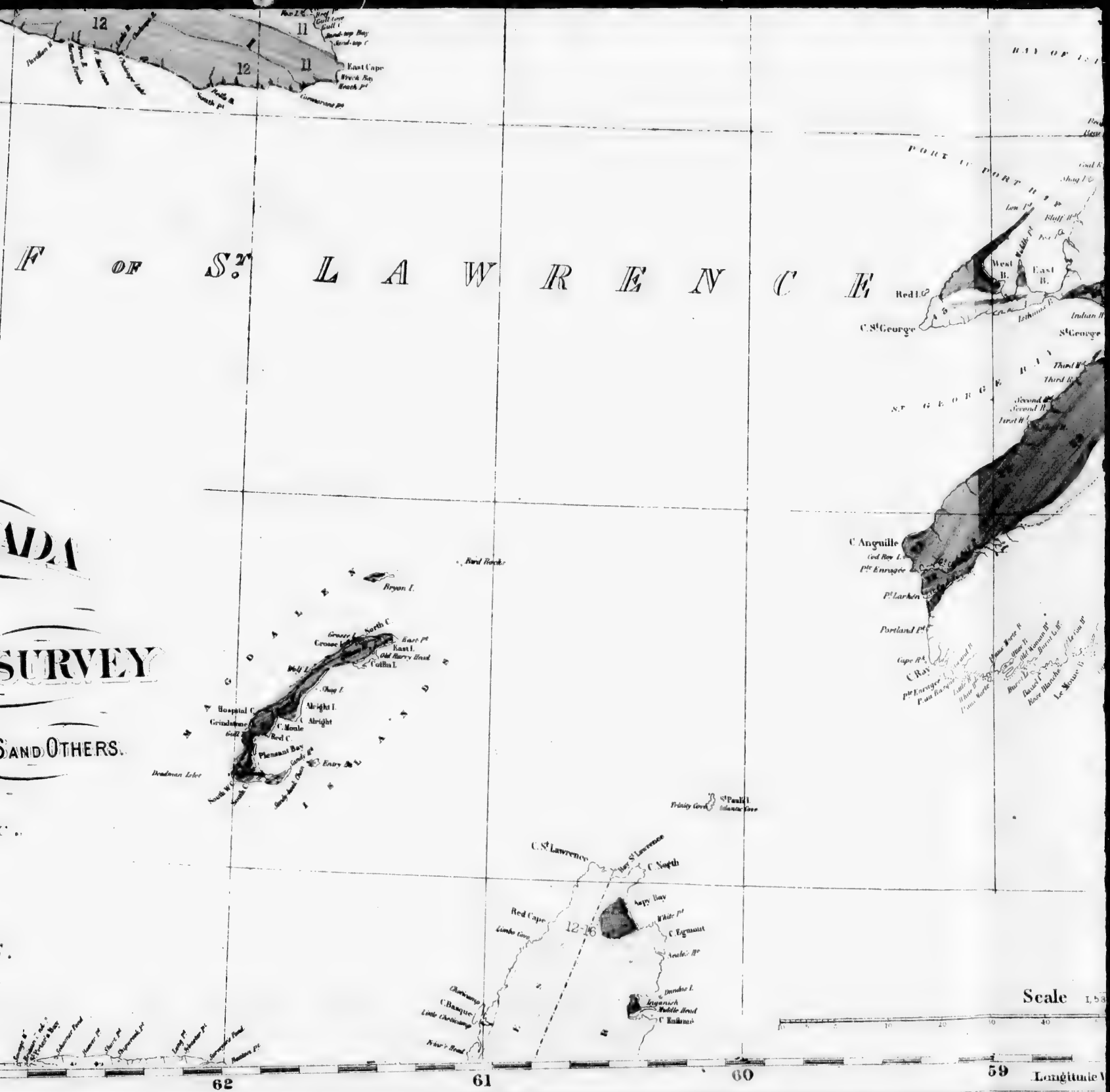
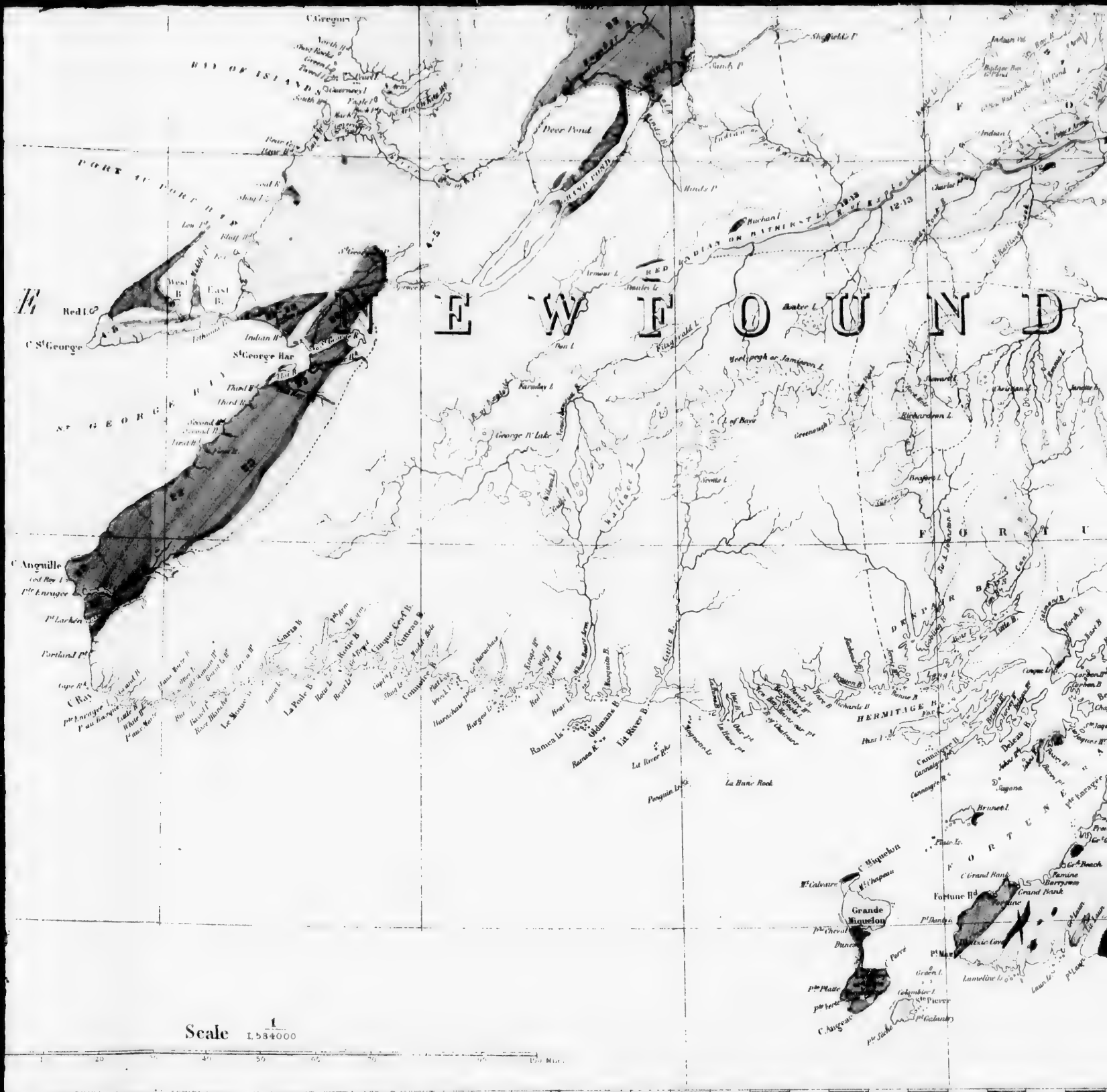
Director of the Geological Survey of Canada.

SHEET No. I


F OF St. LAWRENCE
ADA
SURVEY
S AND OTHERS.
East Cape
Red I.
West B.
East B.
C. St George
St George
C. Anguille
Pte Enragée
Pt Larkin
Portland Pt
C. Ray
Bird Rocks
Bryon I.
North C.
East Pt
East I.
Old Harry Head
Cotton I.
Hospital C.
Grindstone C.
Alright I.
Alright
C. Moale
Red C.
Pleasant Bay
Deadman Isles
Trinity Cove
St Paul I.
C. St Lawrence
Bay St Lawrence
C. North
Red Cape
Aspy Bay
White Pt
C. Egmont
Ingonish
C. Enfume
C. Banque
Scale
62
61
60
59
Longitude


NEWFOUND
FORTUNE
C. Gregory
Bay of Islands
Port au Port Bay
Red I.
West B.
East B.
C. St. George
St. George Bar
St. George Bay
Indian B.
Third B.
Second B.
C. Anguille
Pte. Enragée
Pt. Larkhen
Portland Pt.
C. Ray
Pte. Enragée
Pau Bayne
Little B.
White B.
Hare Bay
Bay of Islands
Bonne Bay
Bay of Islands
Bay of Islands
Bay of Islands
Bay of Islands
Le Moine
Gaspé B.
La Poile B.
Rose B.
Rose B.
Cinque Cert B.
Cutteau B.
Commodore B.
Burgeo B.
Ramea Is.
Oldmans B.
Lit River B.
Lit River Rbs.
Penguin Is.
La Blanc Rock
Deer Pond
Grand Pond
Red Indian or Batnick L.
Indian
Hinds P.
Sheffield P.
Sandy P.
Armour L.
Dantes L.
Pan L.
Kingsfield L.
Karmuky L.
George IV. Lake
Wallace L.
Wolf pugh or Jamieson L.
L. of Bays
Greenwaph L.
Richardson L.
Bragore L.
Sirmia L.
Snake L.
Hermitage B.
Dolcan B.
Cannaigre B.
Cannaigre R.
Bruneet I.
Flat Is.
C. Miquelon
Pte. Calvaire
Pte. Chapeau
Grande Miquelon
Pte. Cheval
Dunes
Pte. Plate
Pte. Verte
C. Aux Cèdres
Pte. Sèche
Pt. Mare
Green I.
Columbier I.
Ste. Pierre
Pt. Galantry
Lamelline Is.
Laun Is.
Pt. Blanche
Pt. Mare
Fortune Hd.
Grand Bank
Grand Bank
Fortune
Famine
Barrysow
Gr. Beach
Scale 1/1,584000
59
Longitude West from Greenwich.
58
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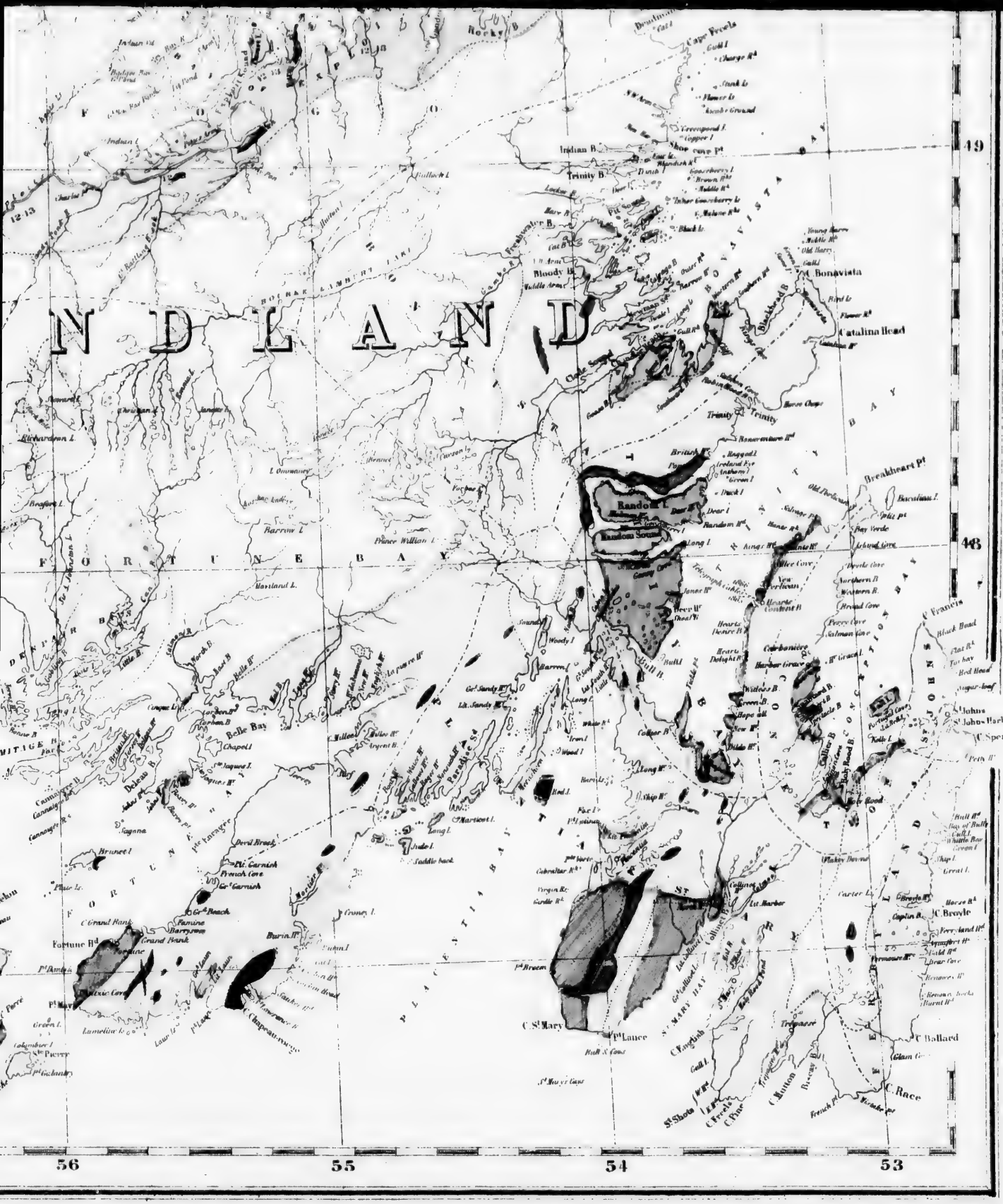
56


N D L A N D
F O R T U N E B A Y
Indian B.
Trinity B.
Bloody B.
C. Bonavista
Catalina Head
Trinity
Random I.
Random Sound
Breakheart Pt
Belle Bay
Chapel I.
Fortune Hd
Grand Bank
Burin Hd
C. St Mary
Pt Lance
C. Ballard
C. Race
C. Broyle
C. Francis
St Johns
St Johns Harbor
C. Spear
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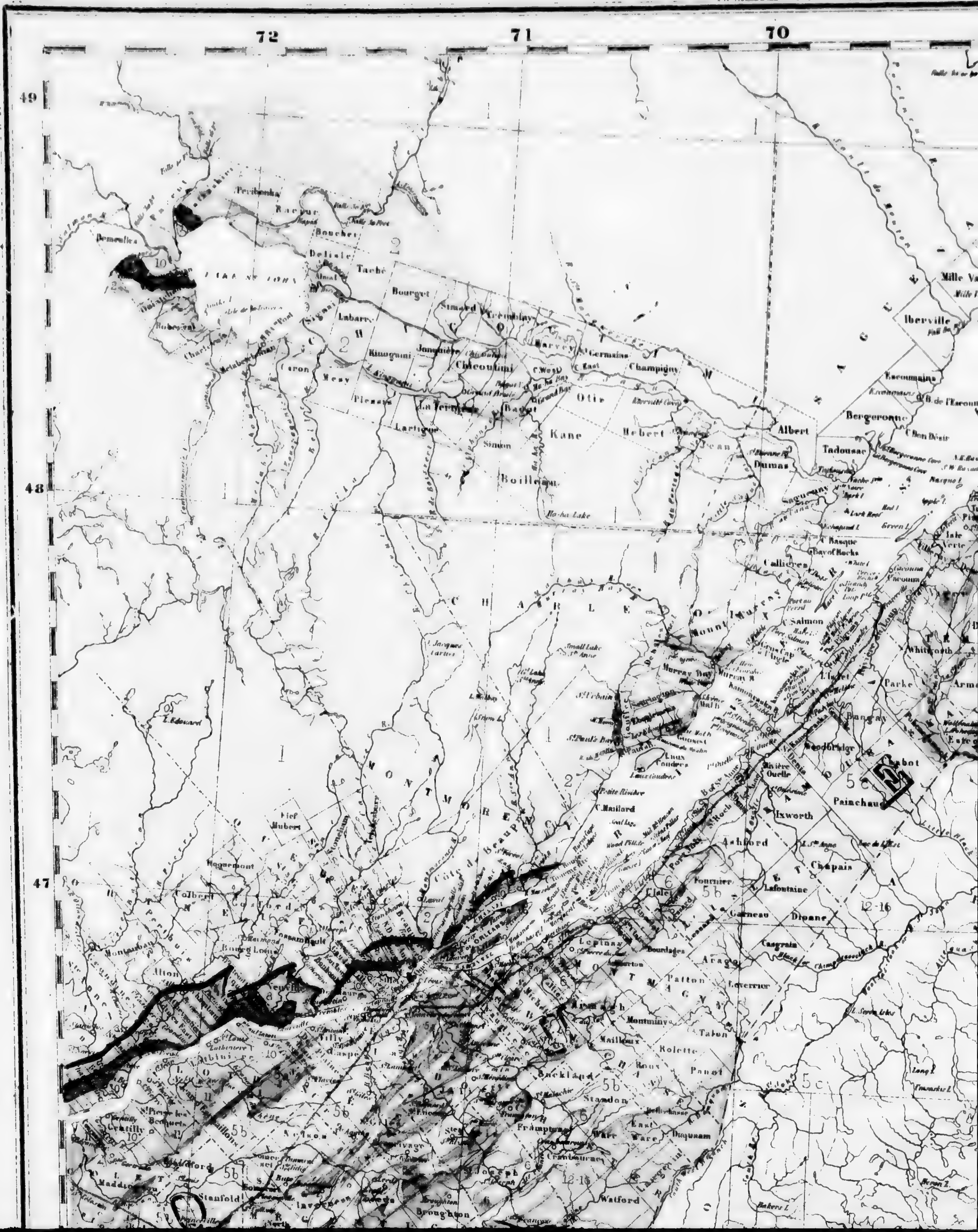
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Taché
Bourget
Simard
Tremblay
Labarre
Kinogami
Jonquière
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Harvey
St Germains
Champigny
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Tadousac
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Lartigue
Simon
Boilleau
Dumas
Callières
Mount Murray
Murray Bay
Parke
Bungay
Woodbridge
Painchaud
Ixworth
Ashford
Chapais
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Fournier
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Casgrain
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Montminy
Bourdages
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Panet
Buckland
Standon
Frampton
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East Ware
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Watford
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Stanfold
Gentilly
Tilly
Colbert
Roquemont
Montauban
Alton
C H A R L E
M O N T M O R E N
Côte de Beaupré

70
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Longitude West from Greenwich
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Bersimis
Laval
Mille Vaches
Iberville
Escoumains
Bergeronne
Albert
Tadousac
Bic
Rimouski
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Métis
Matane
Cherbourg
Dalibaire
Romieux
Cap Chatte
Tourelle
Matapedia
Patapedia
Restigouche
Addington
Dalhousie
Colborne
Beresford
Durham
New Richmond
Bay of Cascapedia
Nicholas Rioux
Chenier
Bédard
Bégon
Trois Pistoles
Isle Verte
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St Leonard
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Andover
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Ludlow
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Ashland
B
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B R U N S
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GULF OF
Richmond
Hamilton
Hope
Fort Daniel
Dalhousie
Nepisiguit Bay
Alnwick
Newcastle
MIRAMICHE BAY
Chatham
Nelson
Kouchibouguac Bay
Big Cove
Shediac Bay
Seven Miles Bay
Bedeque Bay
Indian Bay
North Pt
North Pt
Cascumpec Bay
Tignish
Alberton
Miscouche
Summerside
Kensington
Malpeque Bay
Cavendish
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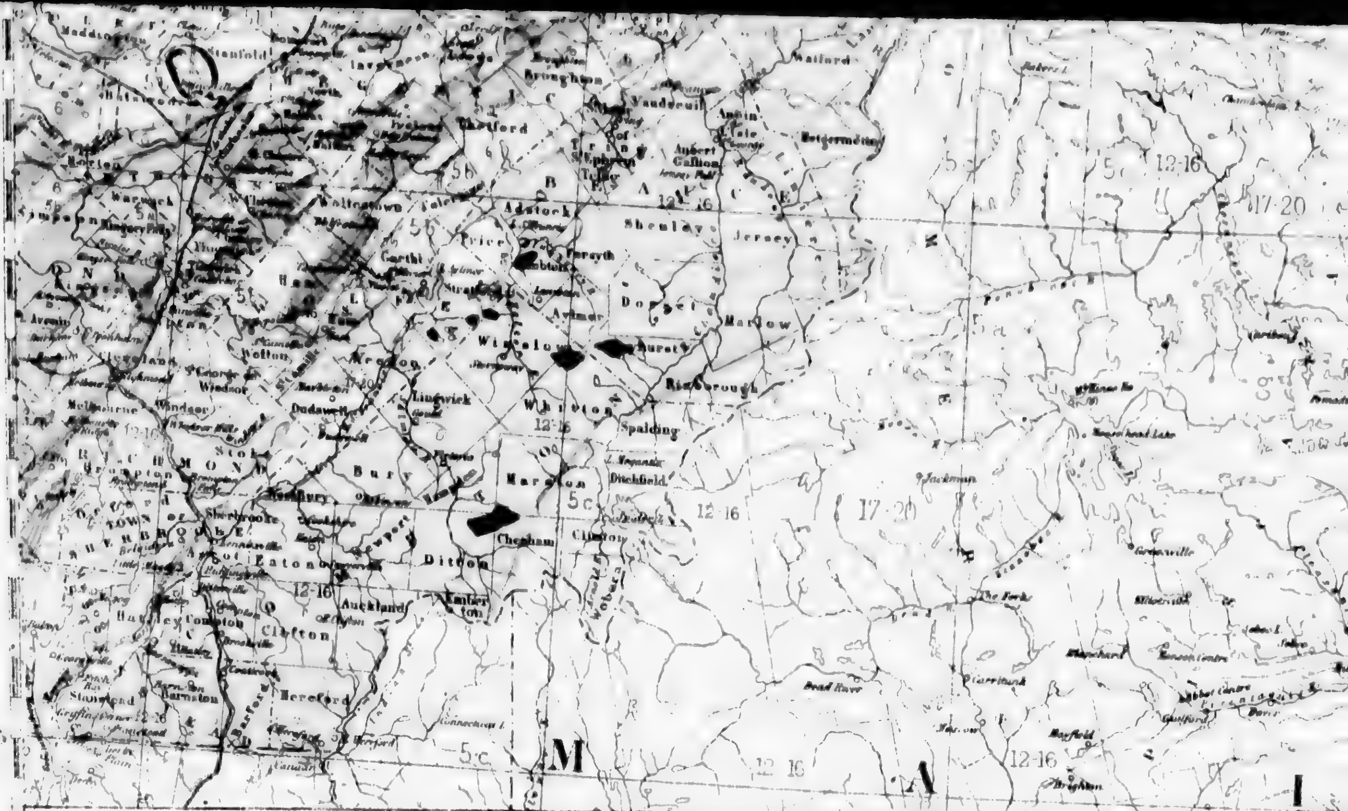
Lot 1000

63
62
61
60
49
48
47
L F OF St. L A W R E N C E
Bird Rocks
Bryon I.
Grosse I.
North I.
East I.
Old Harry Head
Coffin I.
Wolf I.
Long I.
Alright I.
Hospital C.
Gerrdstone C.
Red C.
Pleasant Bay
Entry I.
Deadman Islet
St Paul I.
Trinity Cove
Atlantic Cove
C. St Lawrence
Bay St Lawrence
C. North
Red Cape
Lombe Cove
White Pt
C. Egmont
Dundas I.
Ingonish
Middle Head
C. Enfumé
C. Basque
Little Chedabucto
Rivers Head
Margaree
Small I.
Indian's Bay
Bonnick Pt
Bird I.
Cheticamp
Pleasant Harbour
Sight Pt
C. Morgain
12-16
22
23
7
11
12
14
Parish
East
Pt
Bell's Bay
River Bay
Cape Alle Bay
Bedford Parish



EXPLANATION OF THE COLORS.

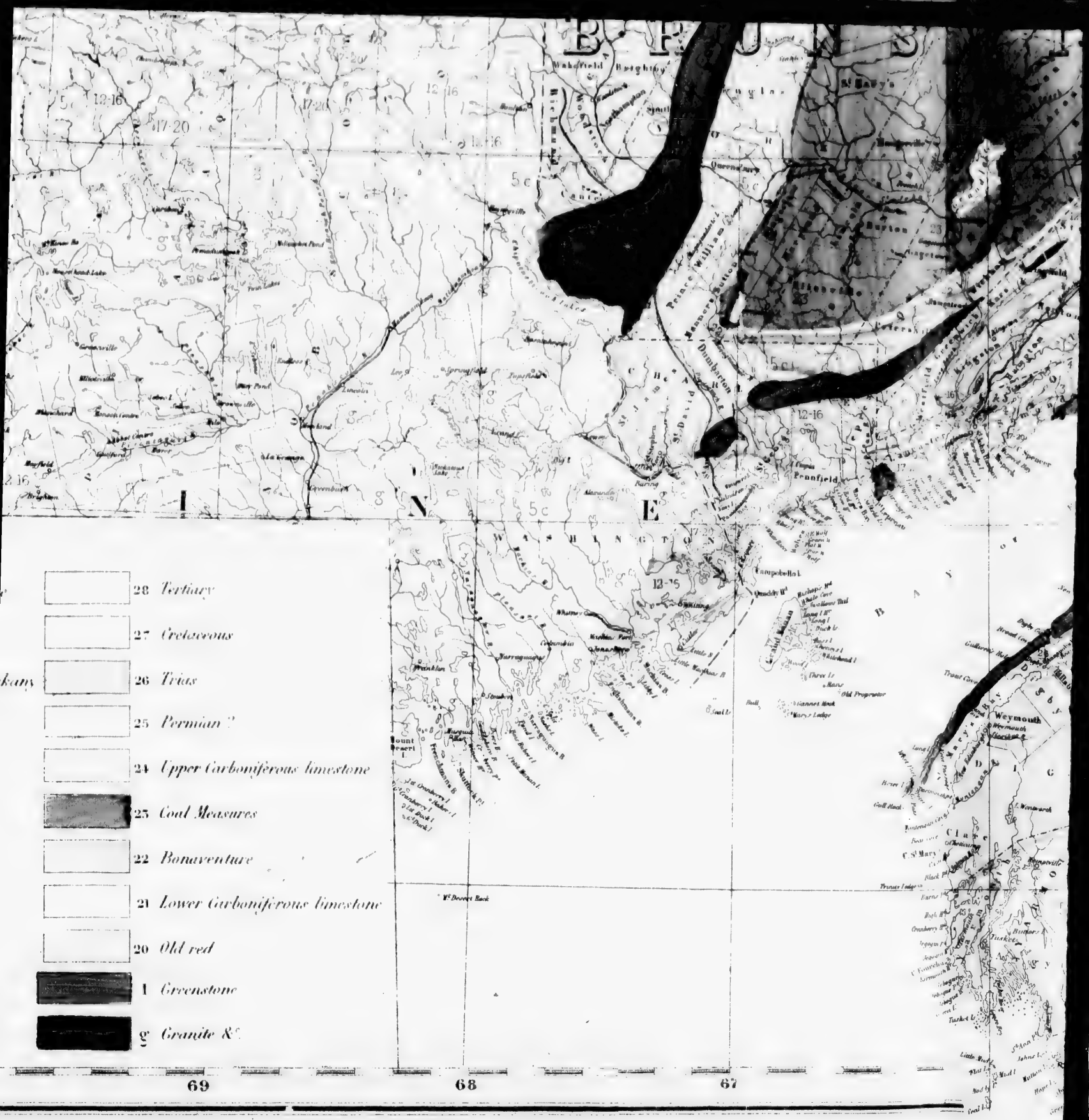
8 *Trenton*
7 *Birdseye & Black River*
6a *Chazy*
6 *Sillery*
5b *Lauzon*
5a *Lévis*
5 *Calciferous*
4 *Potsdam*
3 *Huronian*
2 *Upper Laurentian or Labrador*
1 *Lower Laurentian*

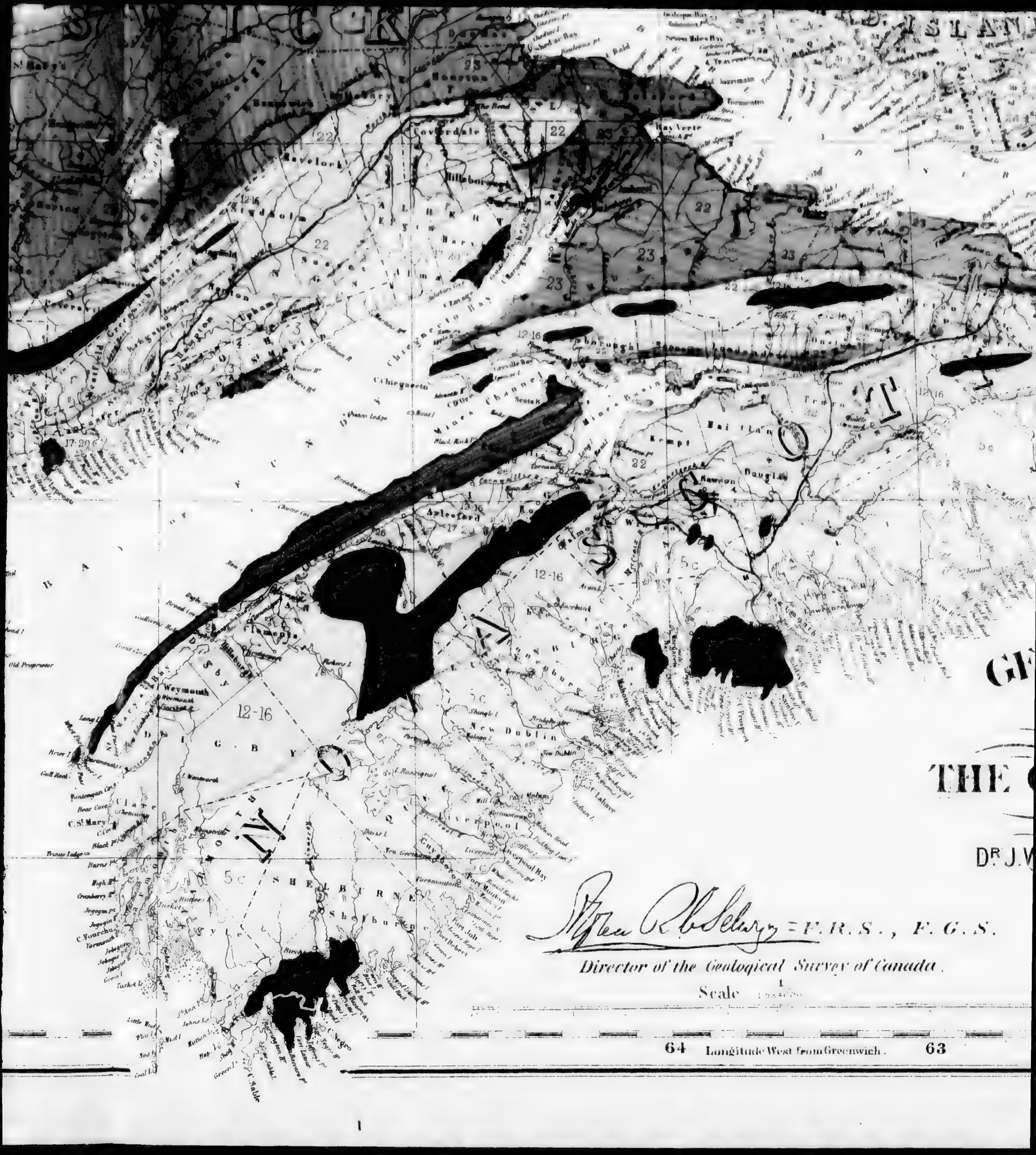
19 *Chemung & Portage*
18 *Hamilton*
17 *Corniferous & Oriskany*
16 *Lower Helderberg*
15 *Onondaga*
14 *Guelph*
13 *Niagara*
12 *Clinton*
11 *Medina & Oneida*
10 *Hudson River*
9 *Utica*

28 *Tertiar*
27 *Cretace*
26 *Trias*
25 *Permia*
24 *Upper (*
23 *Coal M*
22 *Bonav*
21 *Lower*
20 *Old re*
t *Greens*
g *Grani*

44

72 71 70 69


28 Tertiary
27 Cretaceous
26 Trias
25 Permian ?
24 Upper Carboniferous limestone
23 Coal Measures
22 Bonaventure
21 Lower Carboniferous limestone
20 Old red
1 Greenstone
g Granite &c.
69
68
67



Coverdale
Hillsborough
Havelock
Bay Verte
Minas Channel
C. Chignecto
Kempt
Douglas
Rawdon
Aylesford
Old Proprietor
Weymouth
D I G B Y
New Dublin
Liverpool
S H E L B U R N E
Shelburne
C. S. Mary
Yarmouth
Long I.
12-16
22
23
5c
17-20
THE
DR J.W
F.R.S., F.G.S.
Director of the Geological Survey of Canada.
Scale
64
Longitude West from Greenwich.
63

GEOLOGICAL MAP OF CANADA
AND
NEWFOUNDLAND

Derived from the Results of

THE CANADIAN GEOLOGICAL SURVEY

and from the Labors of

DR J. W. DAWSON, PROFESSORS JAMES ROBB, J. B. JUKES AND OTHERS.

PUBLISHED ORIGINALLY IN 1866,

BY

SIR W. E. LOGAN, F.R.S., ETC.

Late Director of the Geological Survey of Canada

R.S., F.G.S.

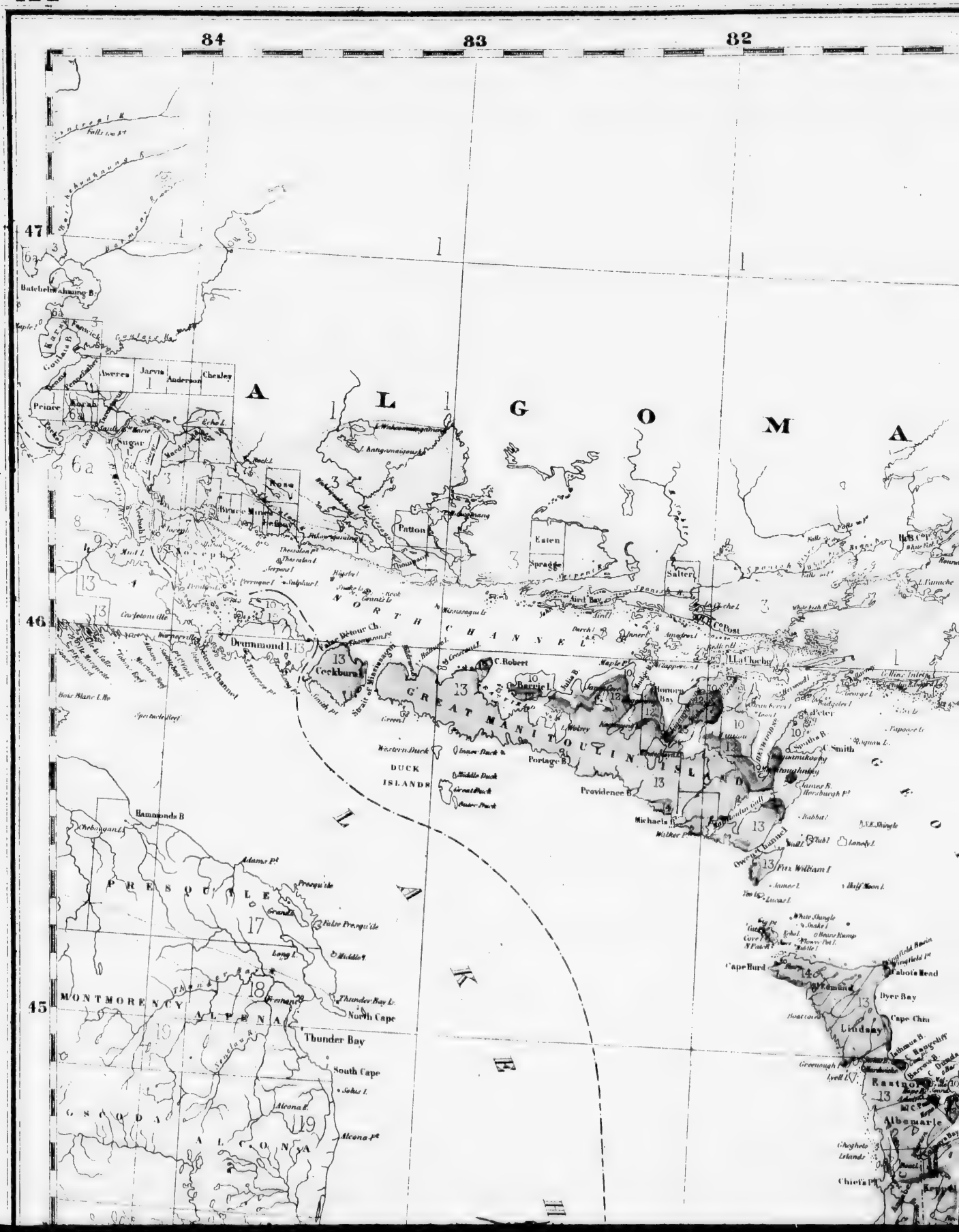
vey of Canada.

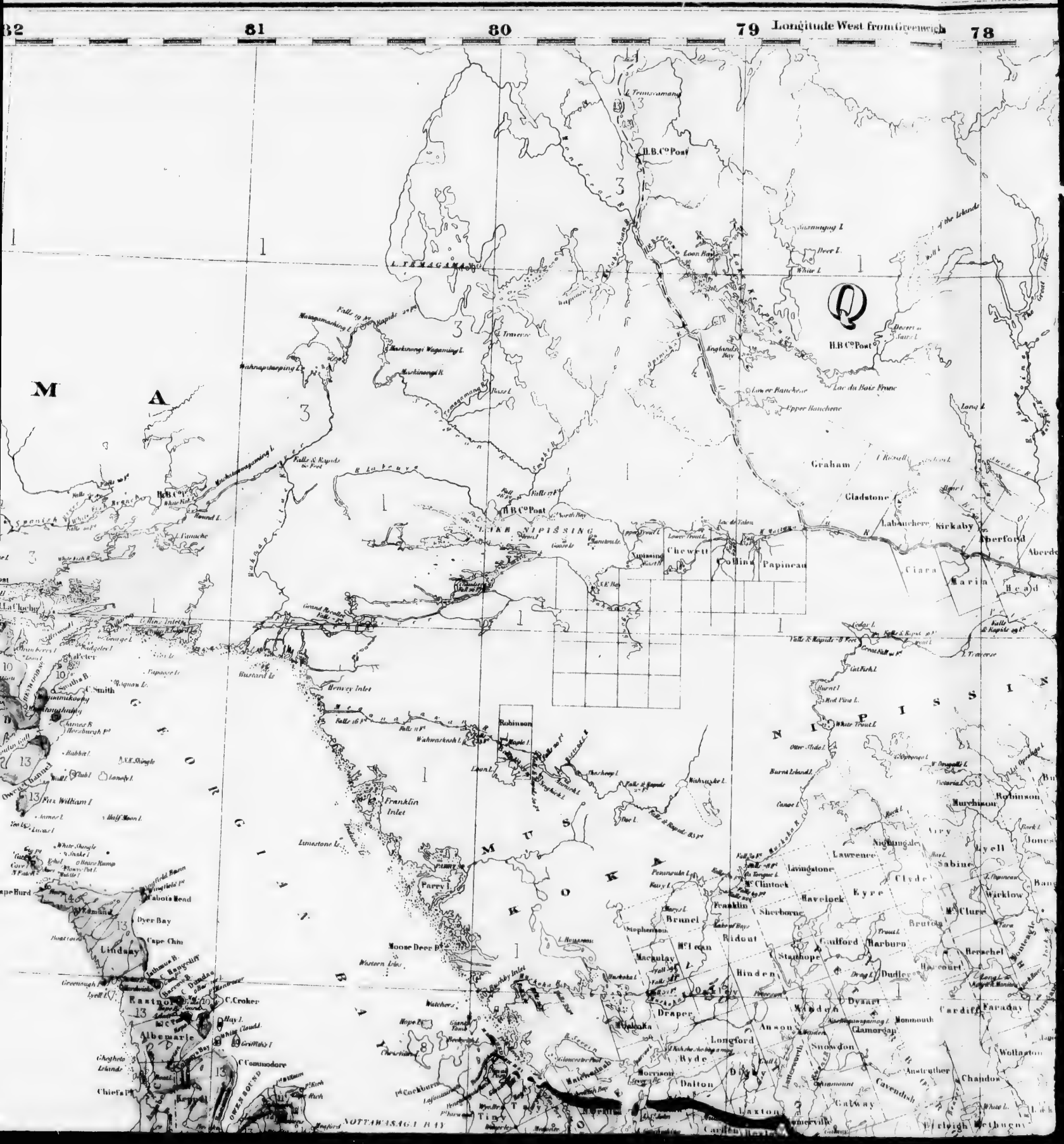
SHEET Nº 2.

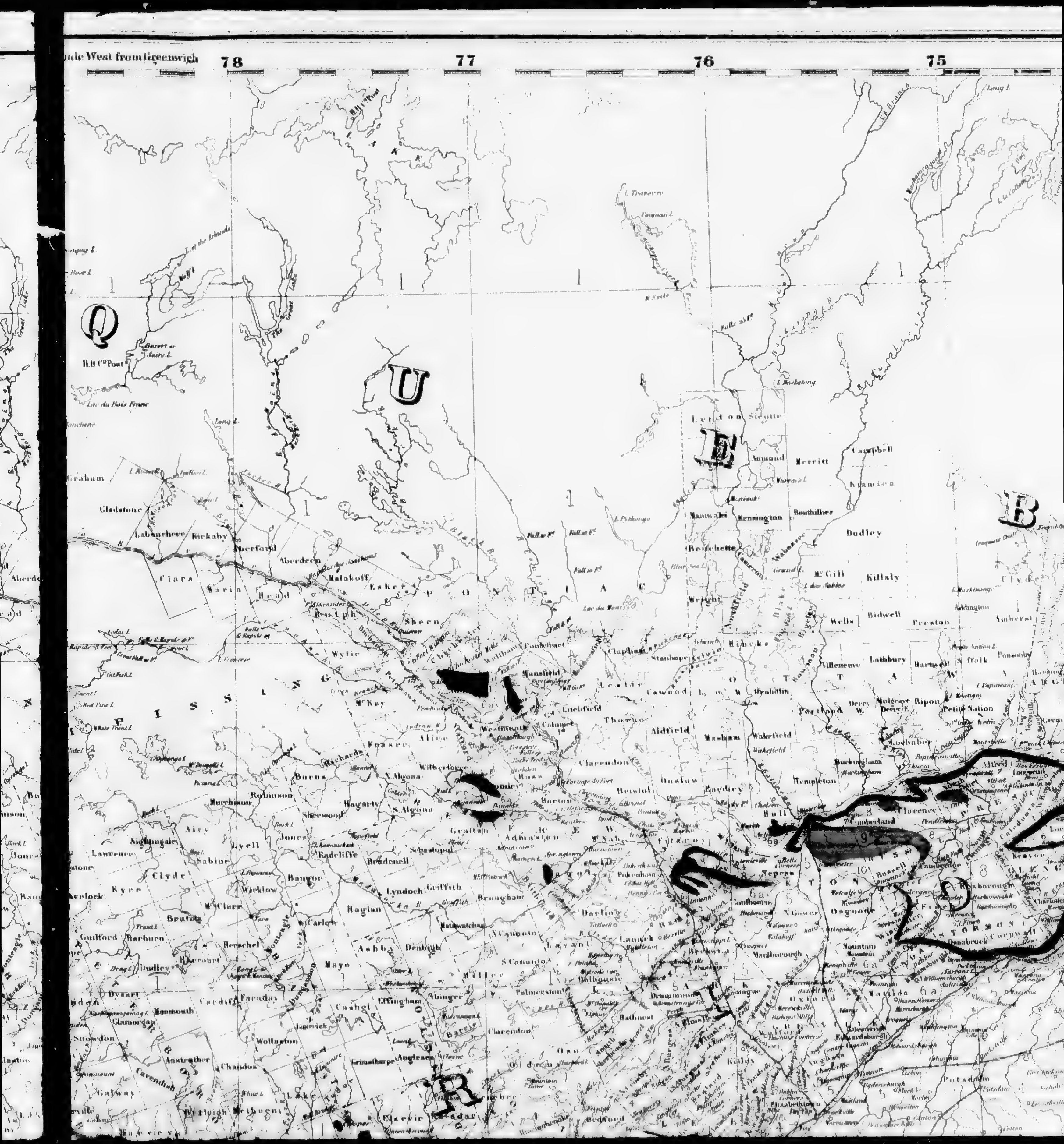
Greenwich. 63 62 61

45

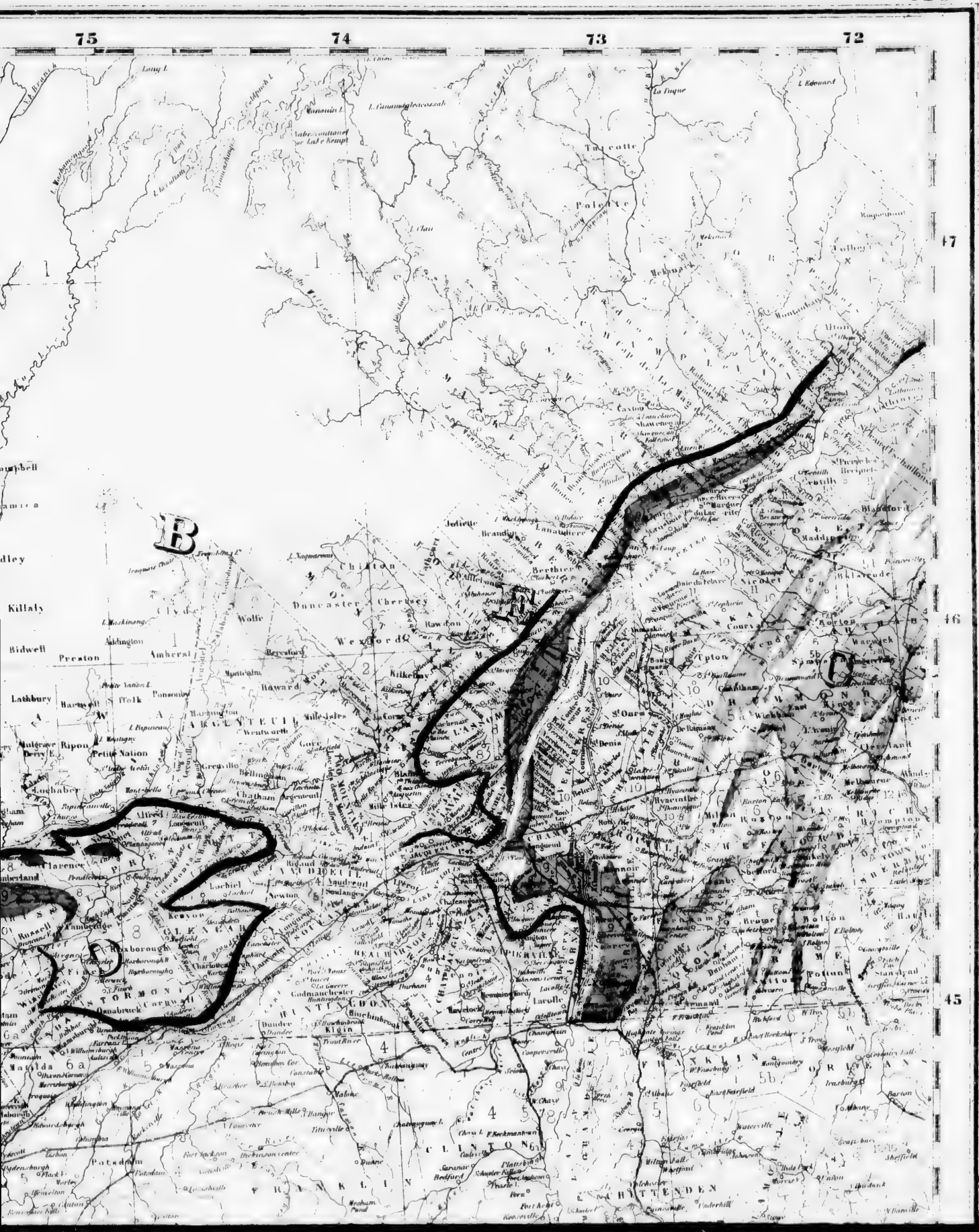
44

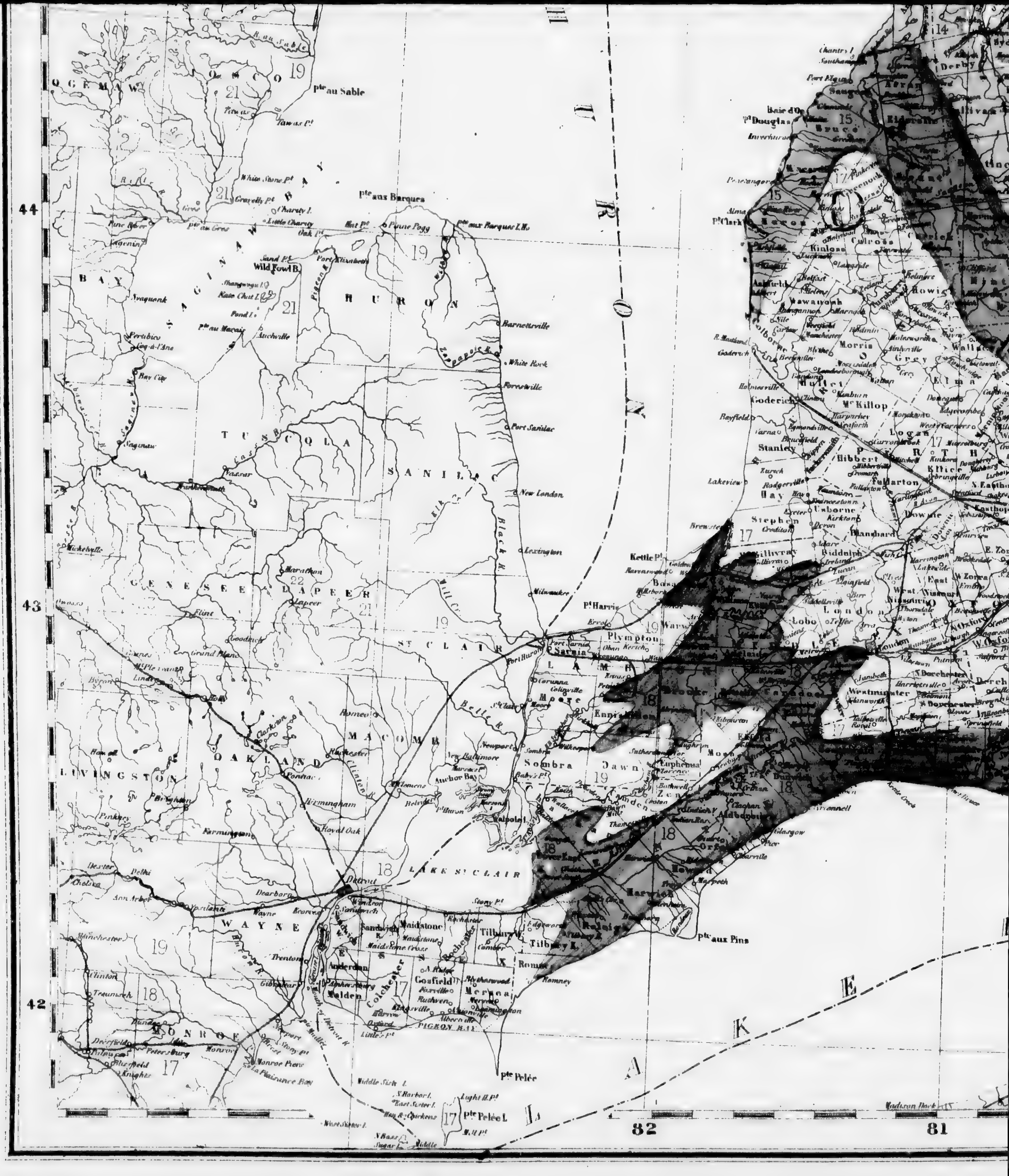

84
83
82
47
46
45
A L G O M A
Jarvis
Anderson
Chesley
Prince
Macdonald
Sugar
Ross
Patton
Eaton
Spragge
Salter
Drummond I.
Cockburn
Strait of Mackinaw
NORTH CHANNEL
GREAT MANITOULIN ISLAND
C. Robert
Barrie I.
Portage B.
Providence B.
Michaels B.
Western Duck
DUCK ISLANDS
Hammonds B
PRESQU'ILE
MONTMORENCY
ALPENA
Thunder Bay
North Cape
South Cape
GSCODA
ALCONA
Lindsay
Albemarle
Cape Hurd
Dyer Bay
Cape Chin
Chief's Pt.


82
81
80
79
Longitude West from Greenwich
78
L. TEMAGAMING
H.B.Co Post
Loon Bay
Deer I.
White I.
Lake Nipissing
Chewett
Collins
Papineau
Graham
Gladstone
Labaucherre
Kirkaby
Ferford
Ciara
Maria Head
Robinson
Franklin Inlet
Parry I.
Moose Deer Pt
Lindsay
Eastnor
Albemarle
C. Commodore
Chiefs Pt
Tiny
Nottawasaga Bay
Lawrence
Livingstone
McClintock
Havelock
Eyre
Sherborne
Brunel
Ridout
Stephenson
Macaulay
McLean
Hinden
Draper
Anson
Longford
Ryde
Dalton
Digby
Laxton
Gulford
Harburn
Stanhope
Dudley
Dysart
Snowdon
Clamorgan
Monmouth
Cardiff
Faraday
Harcourt
Bruton
Clyde
Wicklow
Sabine
Lyell
Nightingale
Murchison
Robinson
Cavendish
Chandos
Wollaston
Anstruther
Gatway
Carlington
Somerville
Berkeley
Bethune
Dyer Bay
Cape Chin
Cabots Head
Fitz William I.
Limestone Ls.
Burnt Island
Red Pine I.
Great Falls
Falls & Rapids
Lake du Bois Franc
Lower Ranchere
Upper Ranchere
Anglands Bay
Deserted Island
Long I.
Tremaramang
Wahnapitaeping L.
Wahnapitaeping R.
Wahwaskesh L.
Robinson
Henvey Inlet
Burnard Is
Grand Rapids
Collins Inlet
Spanish River
Mississagi R.
Mississagi L.
Mississagi Bay
Owen Sound
Georgian Bay
Lake Nipissing
Lake Huron
Lake Superior
Lake Michigan
Lake Ontario
Lake Erie
Lake St. Clair
Lake Simcoe
Lake Muskoka
Lake Rosseau
Lake Joseph
Lake Huron
Lake Superior
Lake Michigan
Lake Ontario
Lake Erie
Lake St. Clair
Lake Simcoe
Lake Muskoka
Lake Rosseau
Lake Joseph

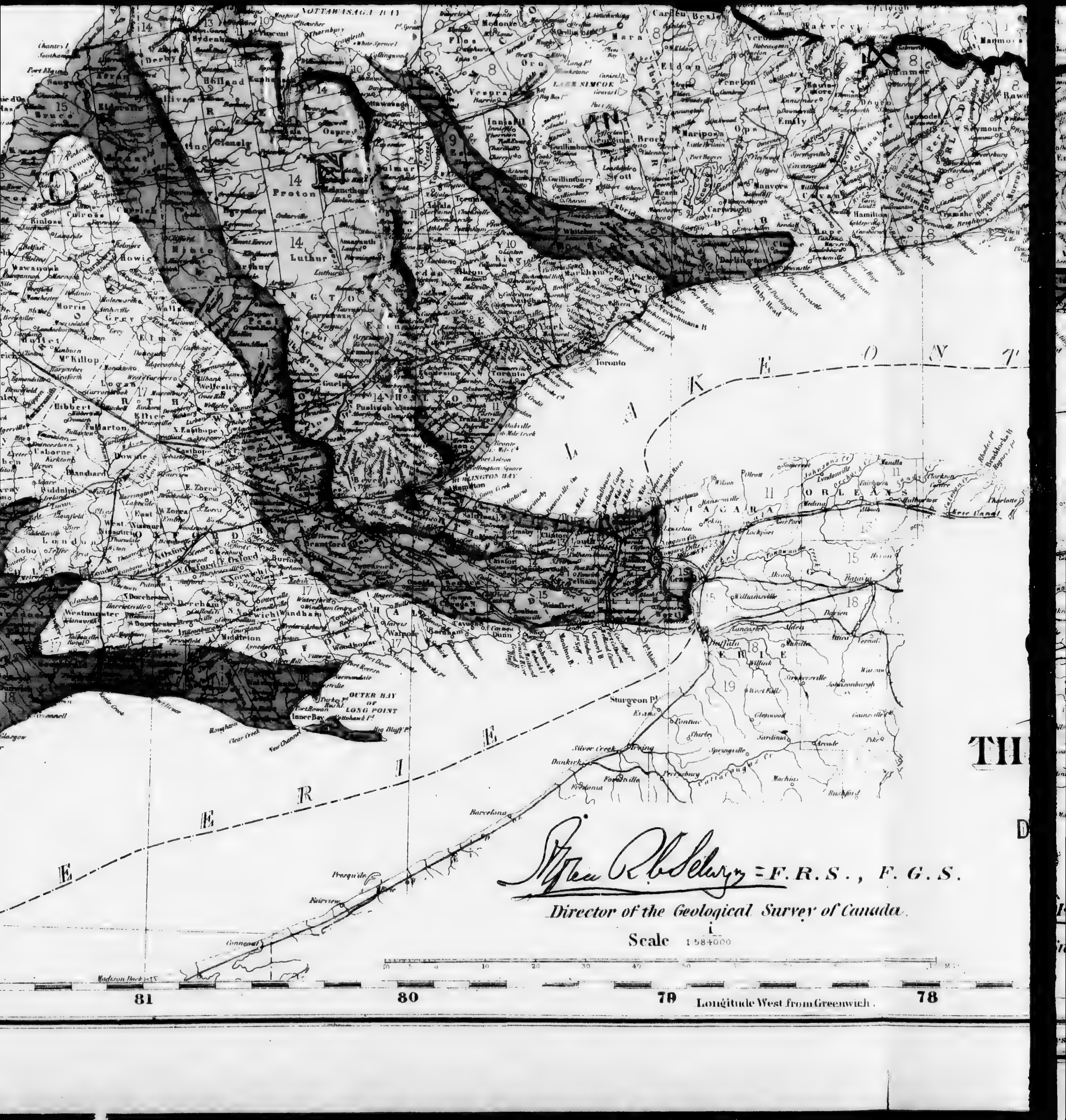


ude West from Greenwich
78
77
76
75
Q
U
E
B
H.B.Cº Post
Lac du Bois Franc
Graham
Gladstone
Labouchere
Kickaby
Aberford
Aberdeen
Malakoff
Ciara
Maria
Head
Esher
Rolph
Sheen
Wylie
Buchanan
McKay
Alice
Fraser
Wilberforce
Richards
Burns
Robinson
Murchison
Sherwood
Hagarty
Airy
Lyell
Sabine
Nightingale
Lawrence
Jones
Clyde
Eyre
Bangor
Wicklow
Radcliffe
Brudenell
Sebastopol
Lyndoch
Griffith
Brougham
Raglan
Carlow
Bruton
Harburn
Guilford
Herschel
Dudley
Dysart
Monmouth
Cardiff
Faraday
Mayo
Ashby
Denbigh
Abinger
Cashel
Effingham
Limerick
Wollaston
Anstruther
Chandos
Cavendish
Galway
Grimsthorpe
Anglesea
Barrie
Clarendon
Oso
Elzevir
Kaladar
Bedford
Lake
Methuen
Burleigh
Admaston
Grattan
Horton
Ross
Westmeath
Pembroke
Stafford
Mansfield
Litchfield
Thorne
Clarendon
Bristol
Onslow
Eardley
Aldfield
Masham
Wakefield
Templeton
Hull
Buckingham
Portland
Derry W.
Derry E.
Lochaber
Ripon
Petite Nation
Lathbury
Hartwell
Suffolk
Ponsonby
Villeneuve
Hincks
Stanhope
Cawood
Leslie
Clapham
Pontefract
Waltham
Chichester
Sheen
Wright
Bouchette
Kensington
Maniwaki
Bouthillier
Aumond
Merritt
Campbell
Kiamica
Dudley
Killaly
McGill
Bidwell
Wells
Preston
Amherst
Addington
Cameron
Wabassee
Blake
Northfield
Lytton
Sicotte
PONTIAC
NIPISSING
OTTAWA
RENFREW
CARLETON
LANARK
Darling
Lavant
Palmerston
Dalhousie
Drummond
Bathurst
Burgess
Elmsley
Kitley
Montague
Beckwith
Marlborough
Oxford
Gower
Osgoode
Nepean
Goulbourn
Fitzroy
Pakenham
McNab
Russell
Cumberland
Clarence
Plantagenet
Alfred
Longueuil
Cambridge
Roxborough
Kenyon
Osnabruck
Cornwall
Mountain
Winchester
Matilda
Edwardsburgh
Williamsburgh
Augusta
Elizabethtown
Kemptville
Merrickville
Smiths Falls
Perth
Carleton Place
Almonte
Arnprior
Renfrew
Ogdensburgh
Potsdam
Canton
Lisbon
Prescott
Brockville
Iroquois
Morrisburgh
Dickinson

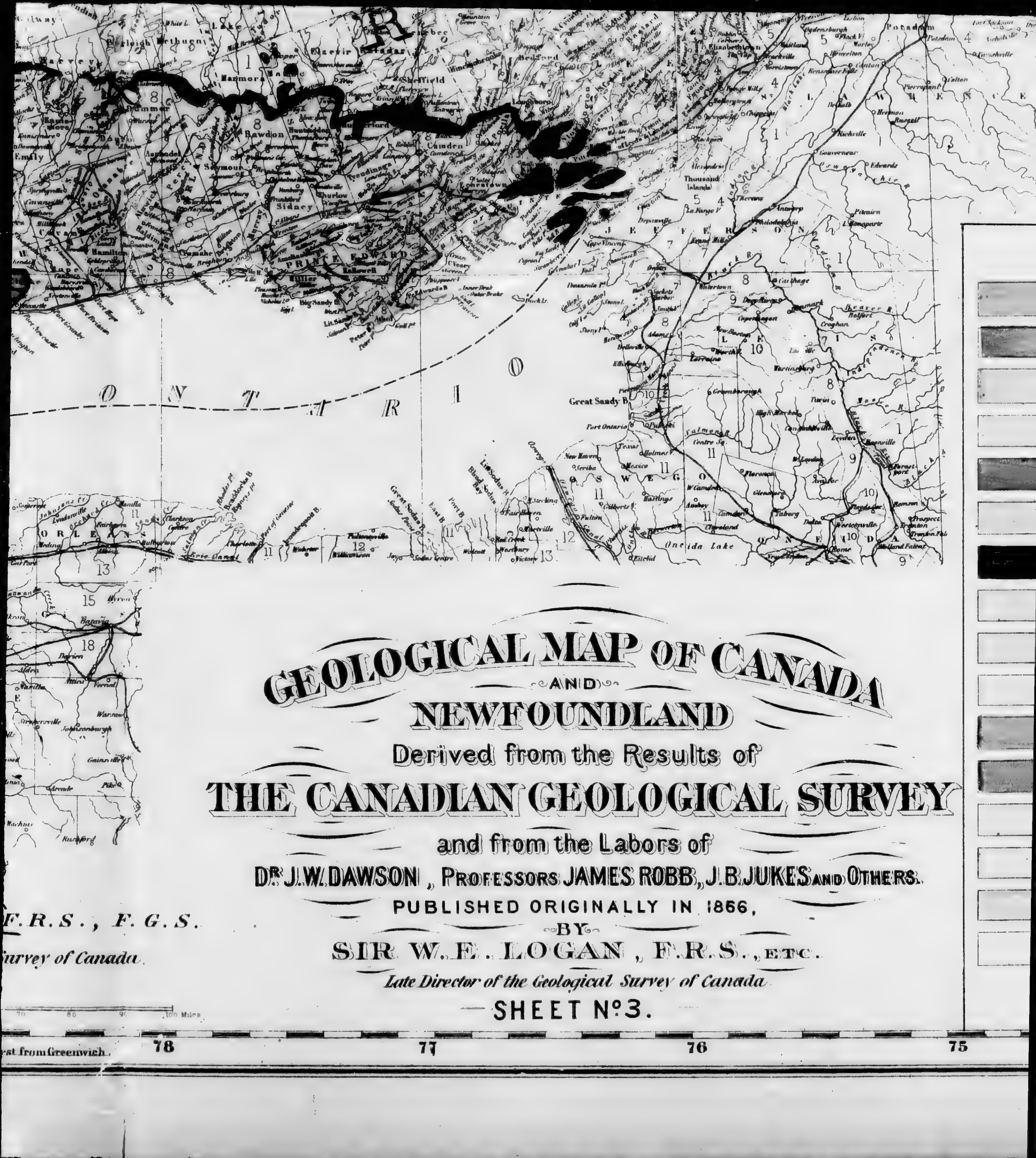

75
74
73
72
47
46
45
B
Killaly
Bidwell
Preston
Lathbury
Ripon
Petite Nation
Clarence
Rochesterville
Ottawa
Montreal
Quebec
Sherbrooke
Stanstead
Potsdam
Malone
Plattsburgh
Burlington
Rouses Point
Lake Champlain
Lake Ontario
Lake Erie
Lake Huron
Lake Superior
Lake Michigan
Lake St. Clair
Lake Nipissing
Lake Temiscamingue
Lake Kempt
Lake Edward
Lake Simcoe
Lake Ontario
Lake Erie
Lake Huron
Lake Superior
Lake Michigan
Lake St. Clair
Lake Nipissing
Lake Temiscamingue
Lake Kempt
Lake Edward
Lake Simcoe



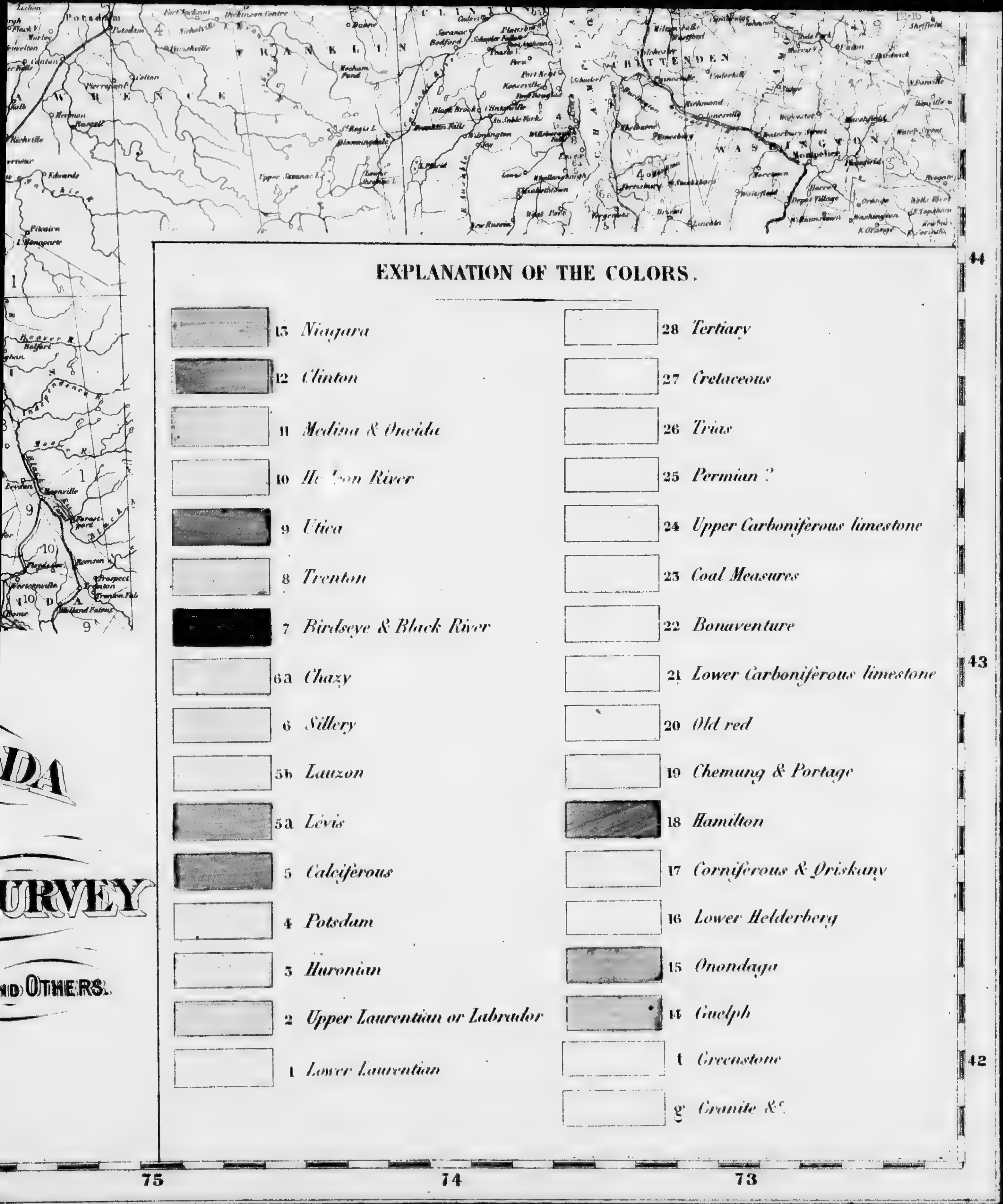
44
43
42
82
81
OGEMAW
IOSCO
Pte au Sable
Tawas Pt
BAY
SAGINAW BAY
Pte aux Barques
HURON
TUSCOLA
SANILAC
GENESEE
LAPEER
ST CLAIR
MACOMB
OAKLAND
LIVINGSTON
WAYNE
MONROE
LAKE ST CLAIR
Detroit
Saginaw
Bay City
Port Huron
Port Sarnia
Sarnia
Plympton
Sombra
Dawn
Maidstone
Sandwich
Tilbury W.
Tilbury E.
Romney
Gosfield
Mersea
Colchester
Malden
Anderdon
PIGEON BAY
Pte Pelée
Pte Pelée I.
Pte aux Pins
Kettle Pt
Pt Clark
Pt Douglas
Goderich
Stanley
Hay
Stephen
McKillop
Hibbert
Fullarton
Blanshard
Biddulph
London
Lobo
Westminster
Dorchester
Brooke
Enniskillen
Zone
Aldborough
Orford
Howard
Harwich
Raleigh
Bruce
Kinloss
Culross
Morris
Grey
Elma
Logan
Wawanosh
Derby
New London
Lexington
Port Sanilac
Barnettsville
White Rock
Forestville
Ann Arbor
Ypsilanti
Pontiac
Romeo
Birmingham
Farmington
Royal Oak
Flint
Lapeer
Vassar
Marathon
Lake
E
K
A
L

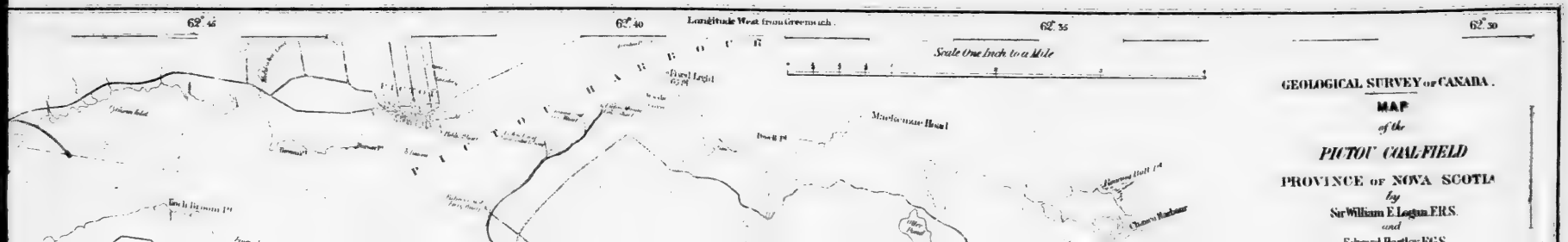


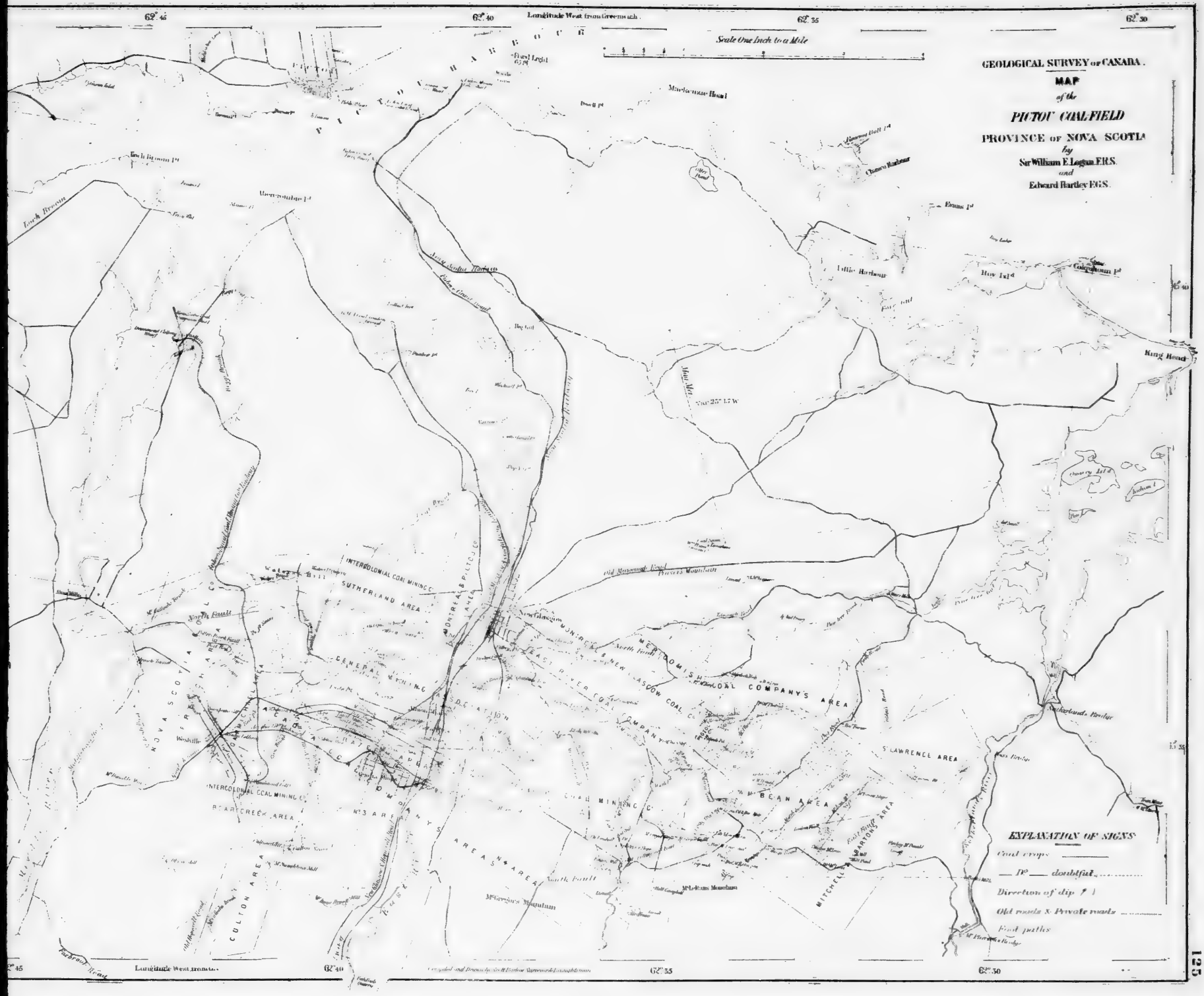
NOTTAWASAGA BAY
LAKE SIMCOE
Toronto
Hamilton
Brantford
London
Guelph
Buffalo
LAKE ONTARIO
ERIE
NIAGARA
ORLEANS
OUTER BAY OF LONG POINT
Sturgeon Pt
Dunkirk
Barcelona
Fredonia
THE
D
F.R.S., F.G.S.
Director of the Geological Survey of Canada.
Scale 1/1584000
81
80
79
78
Longitude West from Greenwich.

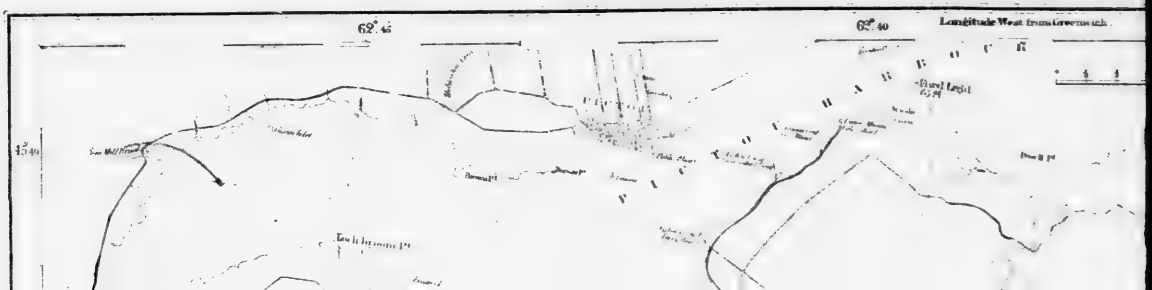


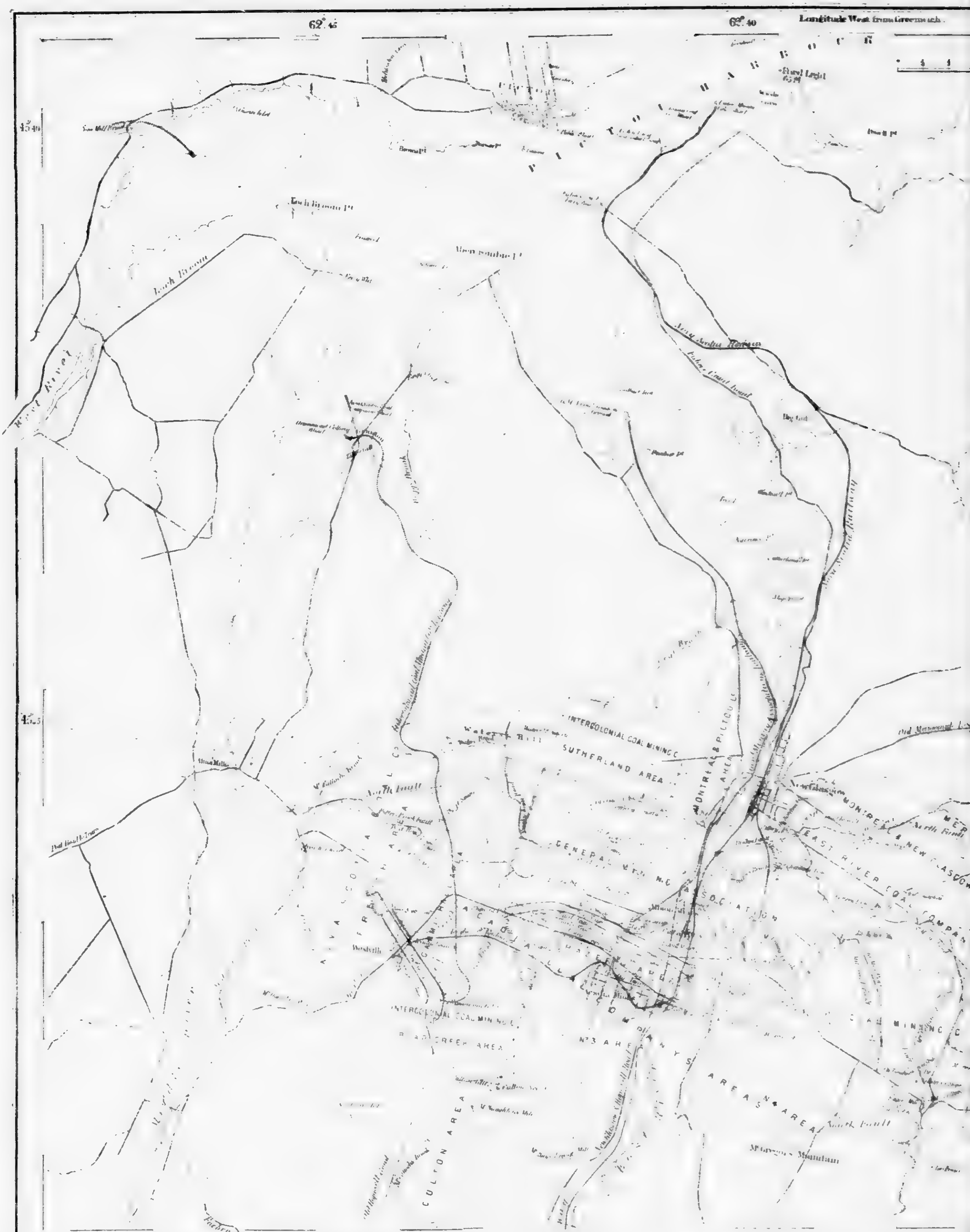
GEOLOGICAL MAP OF CANADA
AND
NEWFOUNDLAND
Derived from the Results of
THE CANADIAN GEOLOGICAL SURVEY
and from the Labors of
DR. J.W. DAWSON, PROFESSORS JAMES ROBB, J.B. JUKES AND OTHERS.
PUBLISHED ORIGINALLY IN 1866,
BY
SIR W. E. LOGAN, F.R.S., ETC.
Late Director of the Geological Survey of Canada
SHEET No. 3.
F. R. S., F. G. S.
Survey of Canada.
100 Miles
est from Greenwich
78
77
76
75
O N T A R I O
Great Sandy B.
Thousand Islands
Oneida Lake
Erie Canal
Sidney
Rawdon
Seymour
Hamilton
Emily
Dummer
Camden
Potsdam
Watertown
Carthage
Sackets Harbor
Pulaski
Rome
Batavia
Darien


EXPLANATION OF THE COLORS.
13 Niagara
12 Clinton
11 Medina & Oneida
10 River
9 Utica
8 Trenton
7 Birdseye & Black River
6a Chazy
6 Sillery
5b Lauzon
5a Lévis
5 Calciferous
4 Potsdam
3 Huronian
2 Upper Laurentian or Labrador
1 Lower Laurentian
28 Tertiary
27 Cretaceous
26 Trias
25 Permian ?
24 Upper Carboniferous limestone
23 Coal Measures
22 Bonaventure
21 Lower Carboniferous limestone
20 Old red
19 Chemung & Portage
18 Hamilton
17 Corniferous & Oriskany
16 Lower Helderberg
15 Onondaga
14 Guelph
t Greenstone
g Granite &c.
FRANKLIN
CHITTENDEN
WASHINGTON
DA
URVEY
AND OTHERS.
44
43
42
75
74
73

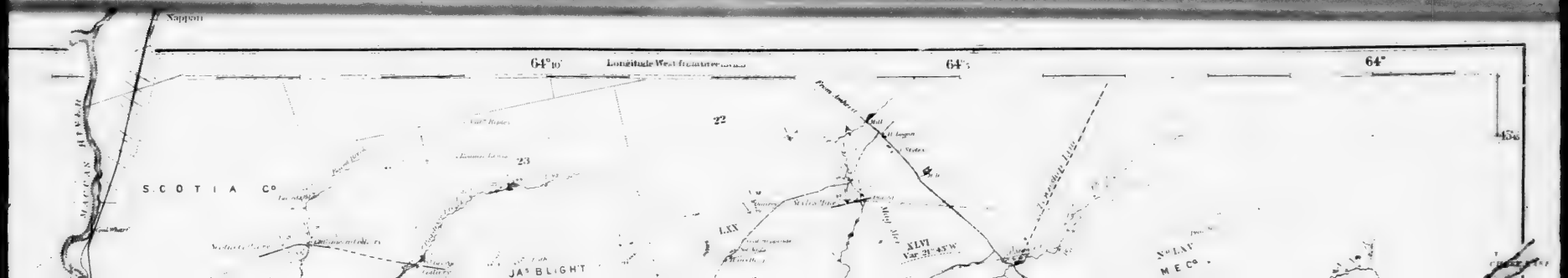

62° 45
62° 40
Longitude West from Greenwich.
62° 35
62° 30
Scale One Inch to a Mile
PICTOU HARBOUR
Fixed Light
Mackerelmouth Head
Chimney Harbour
GEOLOGICAL SURVEY OF CANADA.
MAP
of the
PICTOU COAL FIELD
PROVINCE OF NOVA SCOTIA
by
Sir William E. Logan, F.R.S.
and
Edmund Bunker, F.G.S.

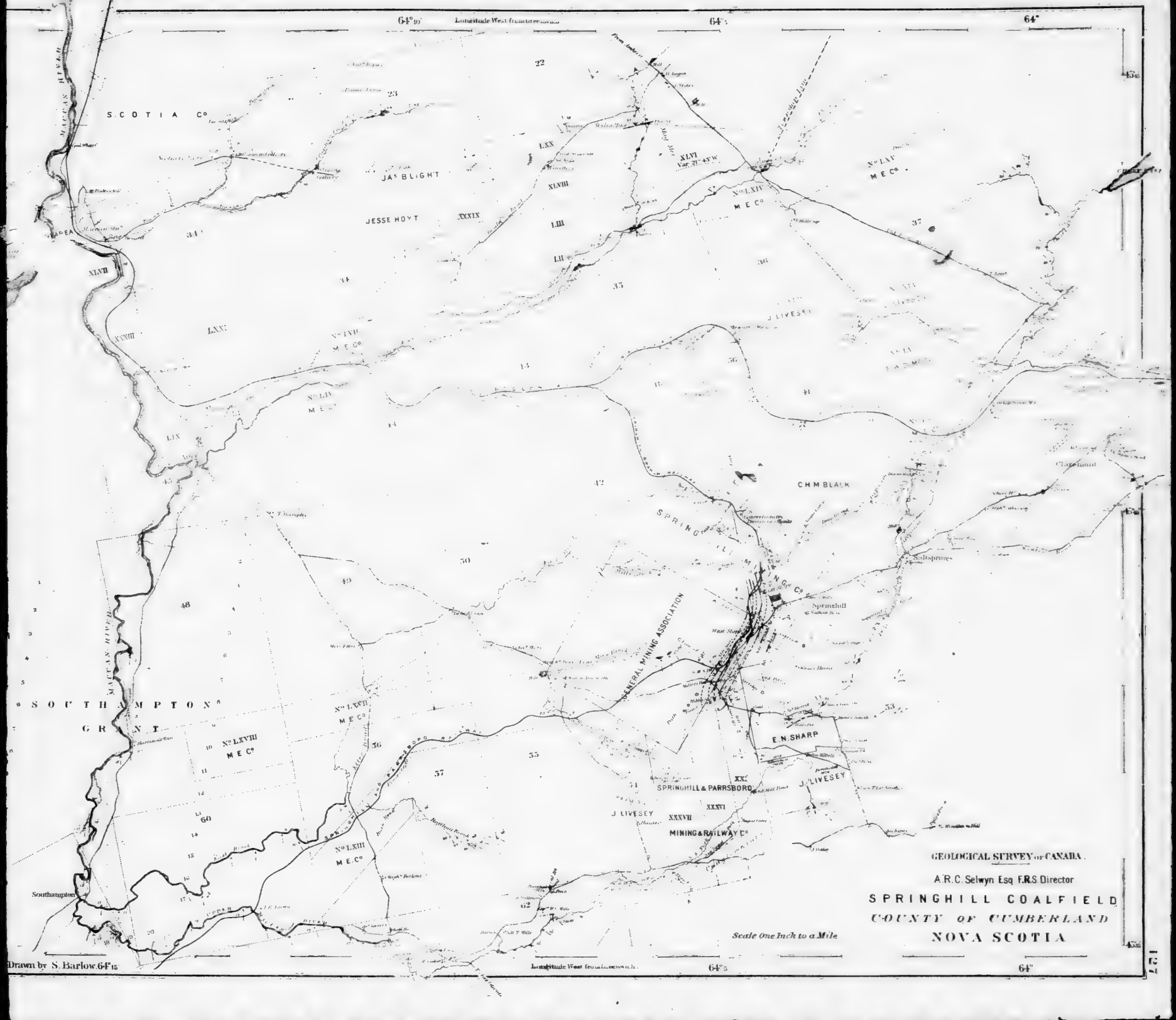

GEOLOGICAL SURVEY OF CANADA.
MAP
of the
PICTOU COAL-FIELD
PROVINCE OF NOVA SCOTIA
by
Sir William E. Logan F.R.S.
and
Edward Hartley F.G.S.
Scale One Inch to a Mile
Longitude West from Greenwich.
62° 45
62° 40
62° 35
62° 30
PICTOU HARBOUR
Merchantman Head
Little Harbour
Ring Head
Trees Mountain
Old Newcastle Road
INTERCOLONIAL COAL MINING C.
SUTHERLAND AREA
MONTREAL & PICTOU C.
GENERAL MINING ASSOCIATION
NOVA SCOTIA COAL C.
NEW GLASGOW COAL C.
EAST RIVER COAL COMPANY
MERTOMISH COAL COMPANY'S AREA
ST. LAWRENCE AREA
MCLEAN AREA
MITCHELL & HARTONG AREA
COAL MINING C.
BEAR CREEK AREA
No 3 AREA
COMPANY'S AREAS & AREA
COLIN AREA
McLeans Mountain
McGregors Mountain
Sutherlands Bridge
EXPLANATION OF SIGNS
Coal crops
— ?? — doubtful
Direction of dip
Old roads & Private roads
Foot paths
Compiled and Drawn by Sir W. Logan Surveyor & Geologist
125


62° 45
62° 40
Longitude West from Greenwich.



62° 45
62° 40
Longitude West from Greenwich
HARBOUR
PICTOU
East River
INTERCOLONIAL COAL MINING C°
SUTHERLAND AREA
MONTREAL & PICTOU C°
GENERAL MINING ASSOCIATION
EAST RIVER COAL COMPANY
MONTREAL & NEW GLASGOW
ACADIA
N°3 AREA
BLACK CREEK AREA
CULTON AREA
AREAS N°4 AREA
Westville
New Glasgow
North Fault
Longitude West from Greenwich
62° 45
62° 40


Nappan
64°10'
Longitude West from Greenwich
64°5'
64°
S. COTIA Co
22
23
LXX
LXVI
Var. 21°.4' W.
JAs BLIGHT
Nº LXV
M E Co



GEOLOGICAL SURVEY OF CANADA.

A. R. C. Selwyn Esq. F.R.S. Director

SPRINGHILL COALFIELD

COUNTY OF CUMBERLAND

NOVA SCOTIA

64°30'
22
SCOTIA Co
JAS BLIGHT
LXX
XLVIII

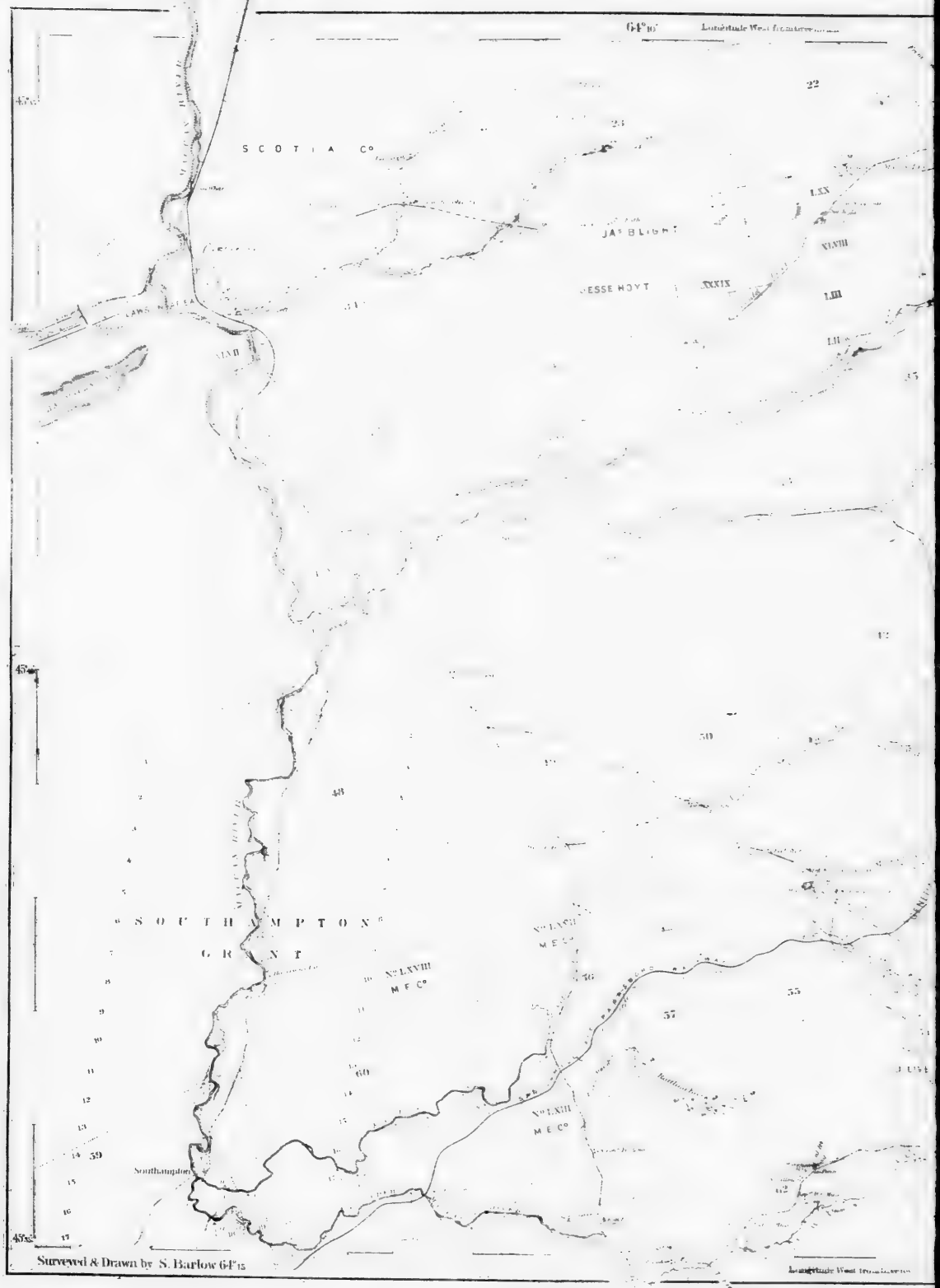
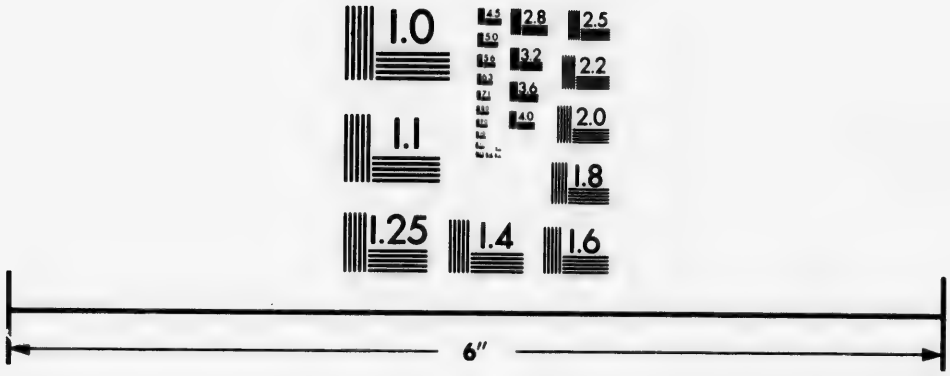

64°30'
Longitude West from Greenwich
SCOTIA Co
JAS BLIGHT
JESSE HOYT
LXX
XLVIII
LIII
XXXIX
SOUTHAMPTON
GRANT
No LXVIII
M E Co
No LXVII
M E Co
No LXIII
M E Co
Southampton
Surveyed & Drawn by S. Barlow 64°15
Longitude West from Greenwich

IMAGE EVALUATION
TEST TARGET (MT-3)



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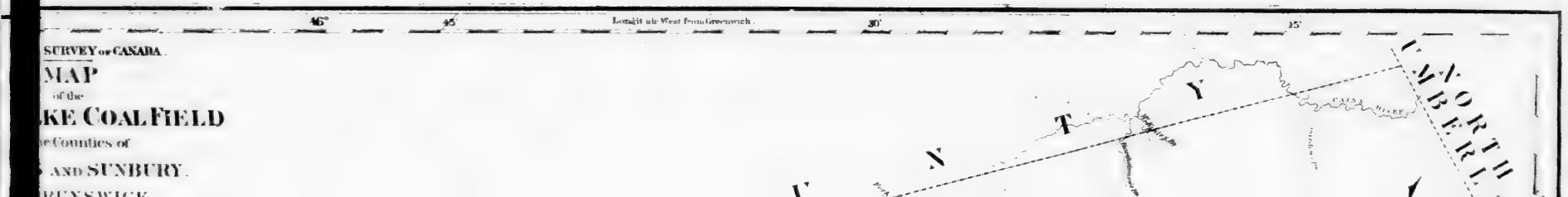
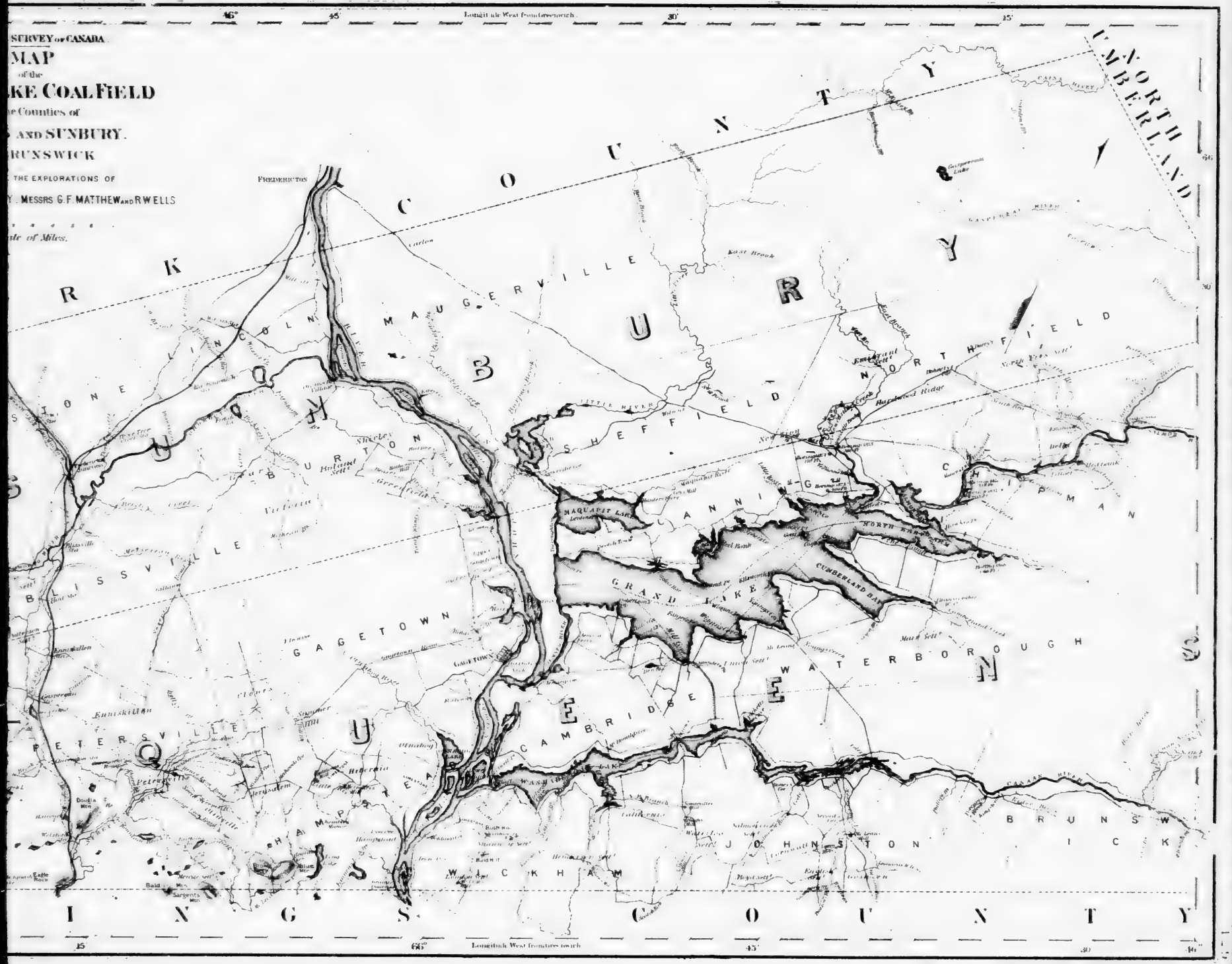
WEBSTER, N.Y. 14580
(716) 872-4503


46°
45'
Longitude West from Greenwich
30'
15'
SURVEY OF CANADA.
MAP
of the
KE COAL FIELD
e Counties of
AND SUNBURY.
RUNSWICK
NORTH
UMBERL
N
T
Y

SURVEY OF CANADA.

MAP
of the
KE COAL FIELD
he Counties of
S AND SUNBURY.
RUNSWICK
THE EXPLORATIONS OF
Y. MESSRS G.F. MATTHEW AND R.W. ELLS
ale of Miles.



67° 46° 45° Longitude West from Greenwich

GEOLOGICAL SURVEY of CANADA

MAP

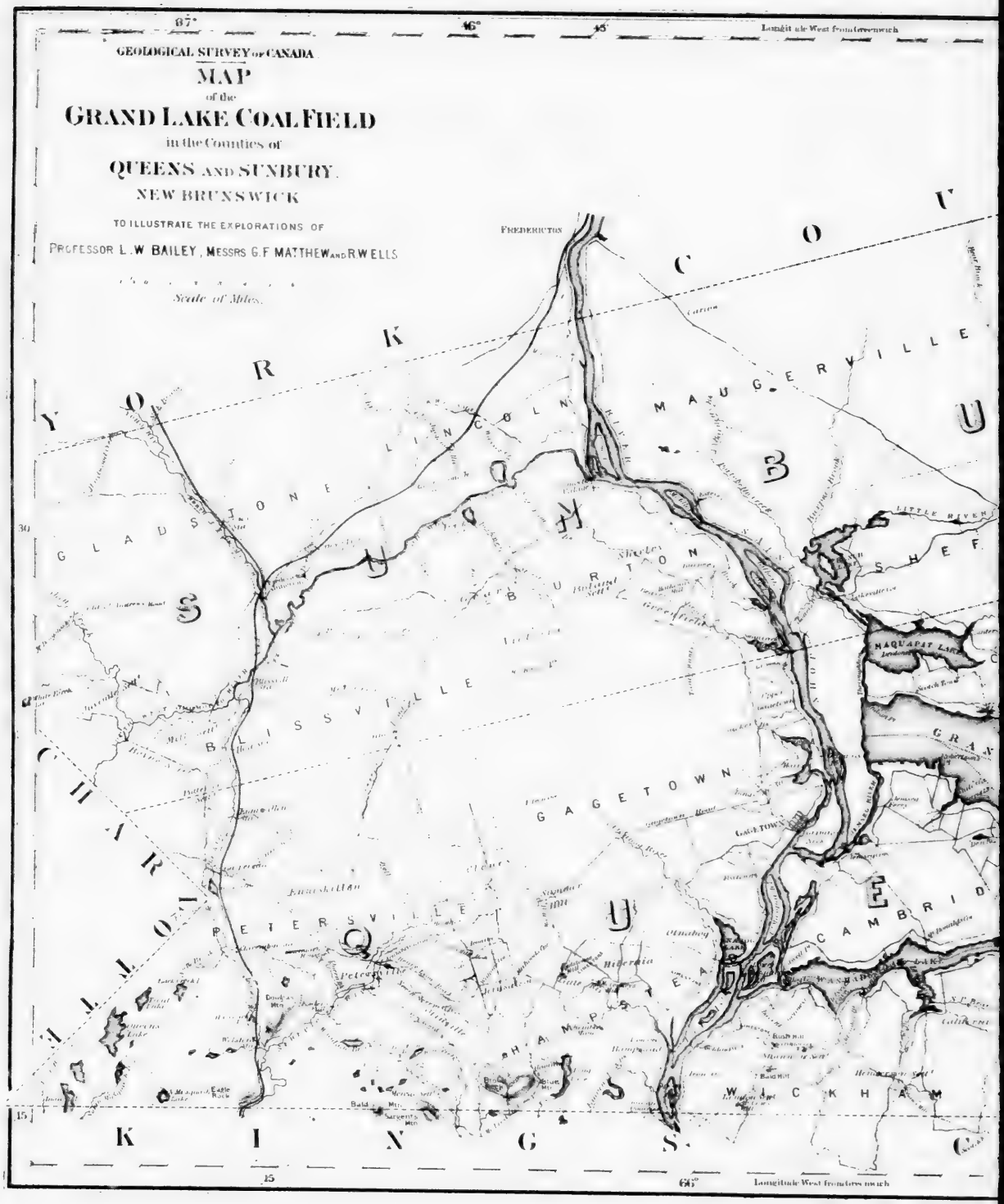
of the

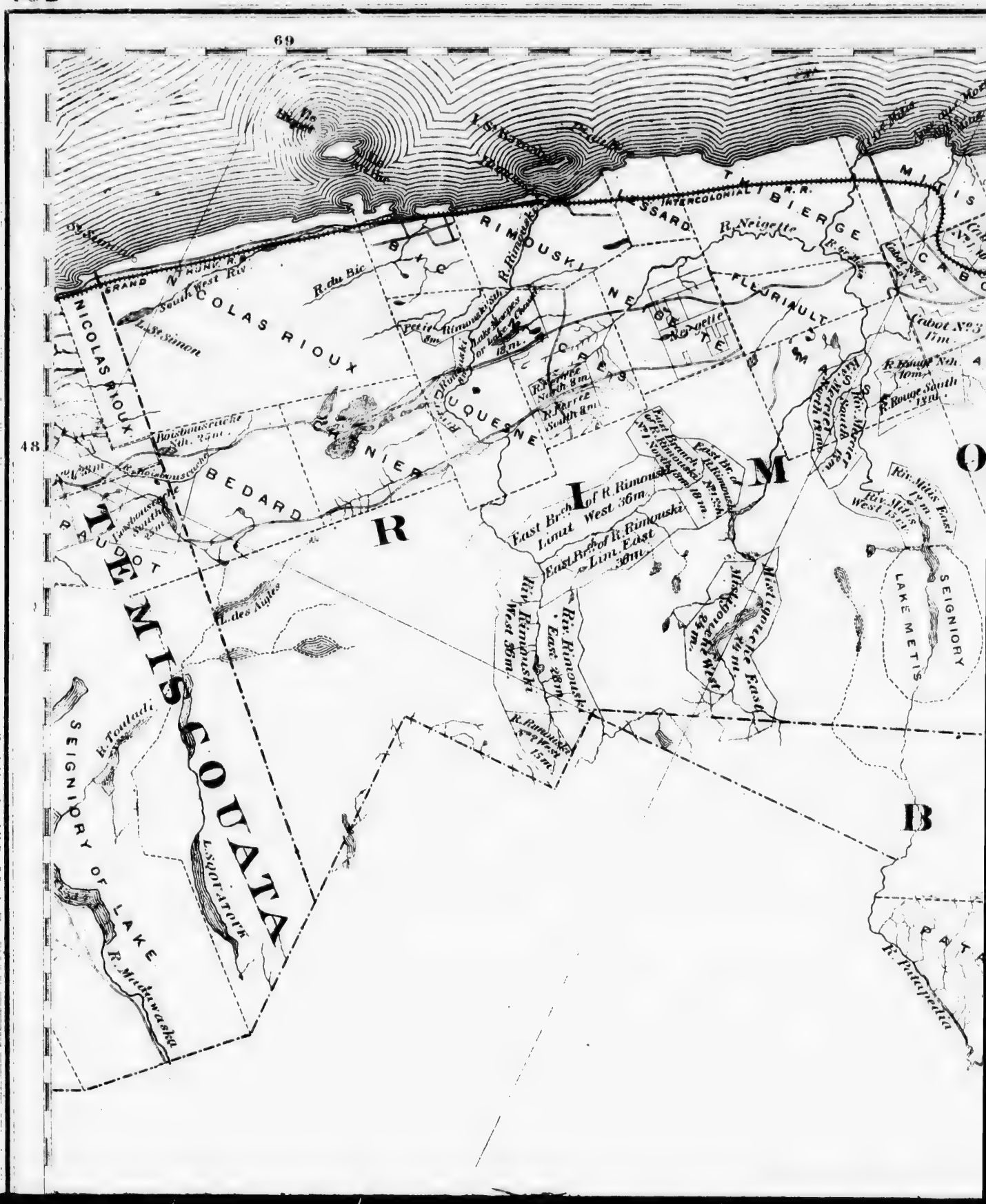
GRAND LAKE COAL FIELD

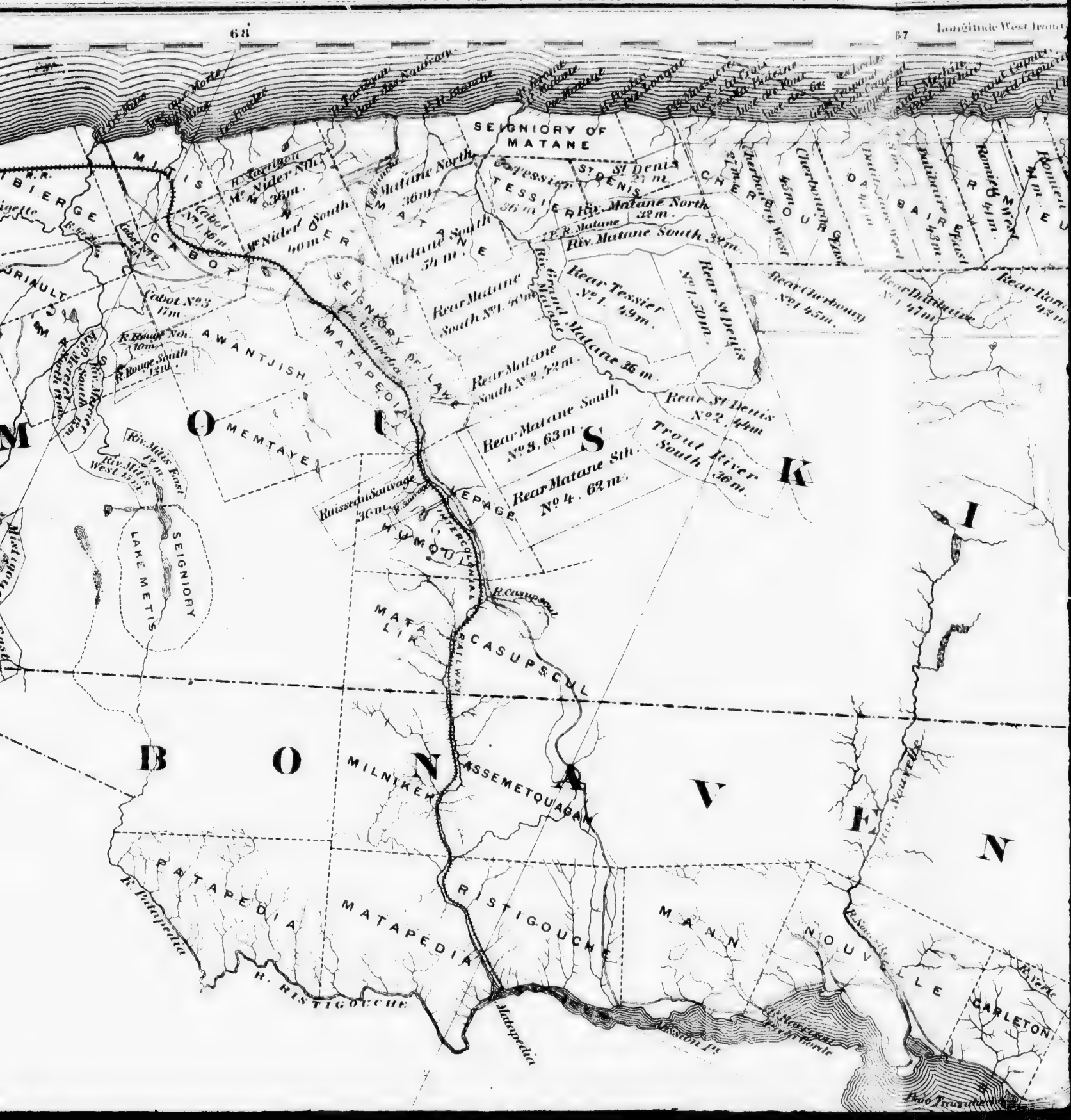
in the Counties of

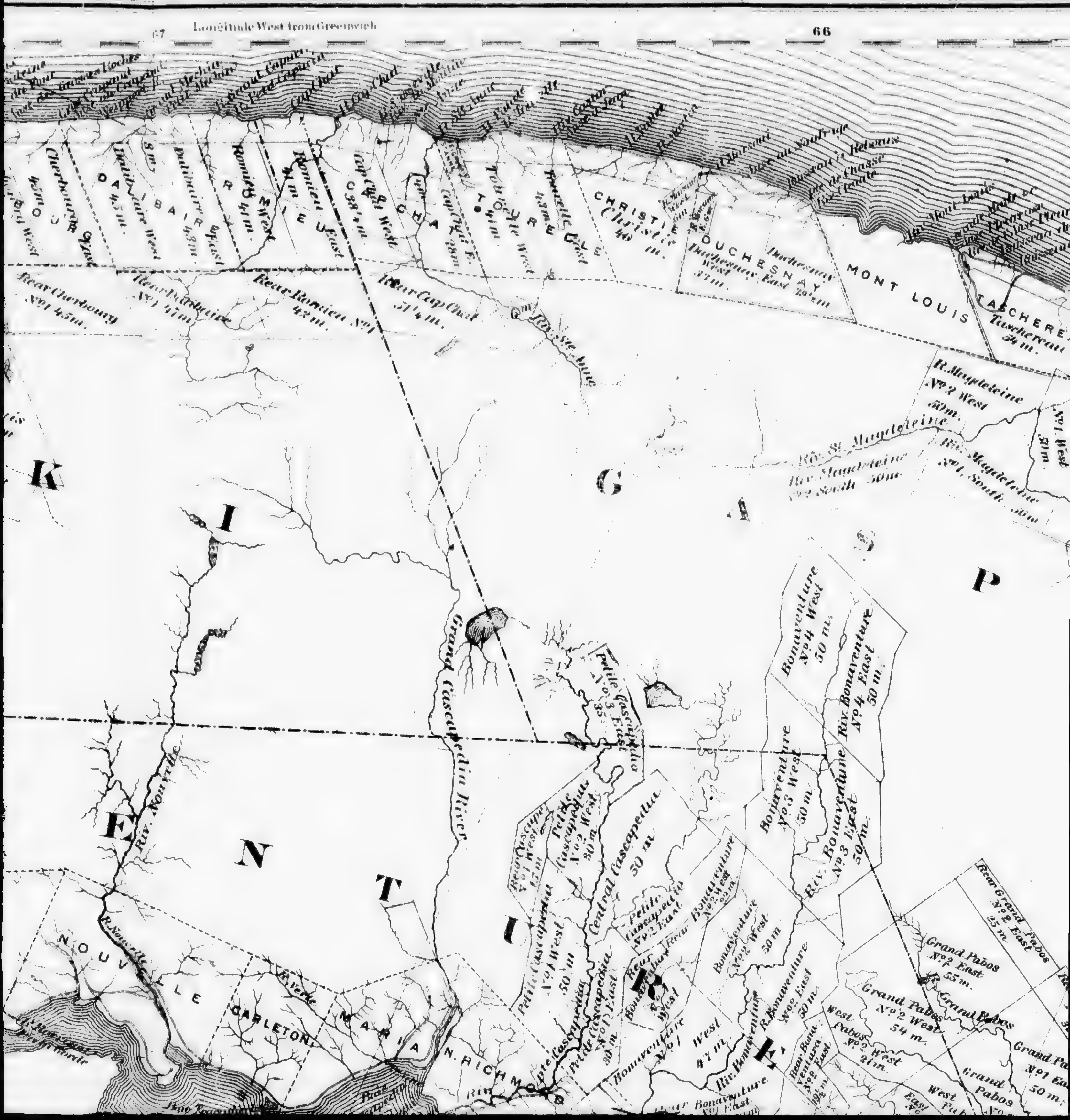
QUEENS AND SUNBURY.

NEW BRUNSWICK

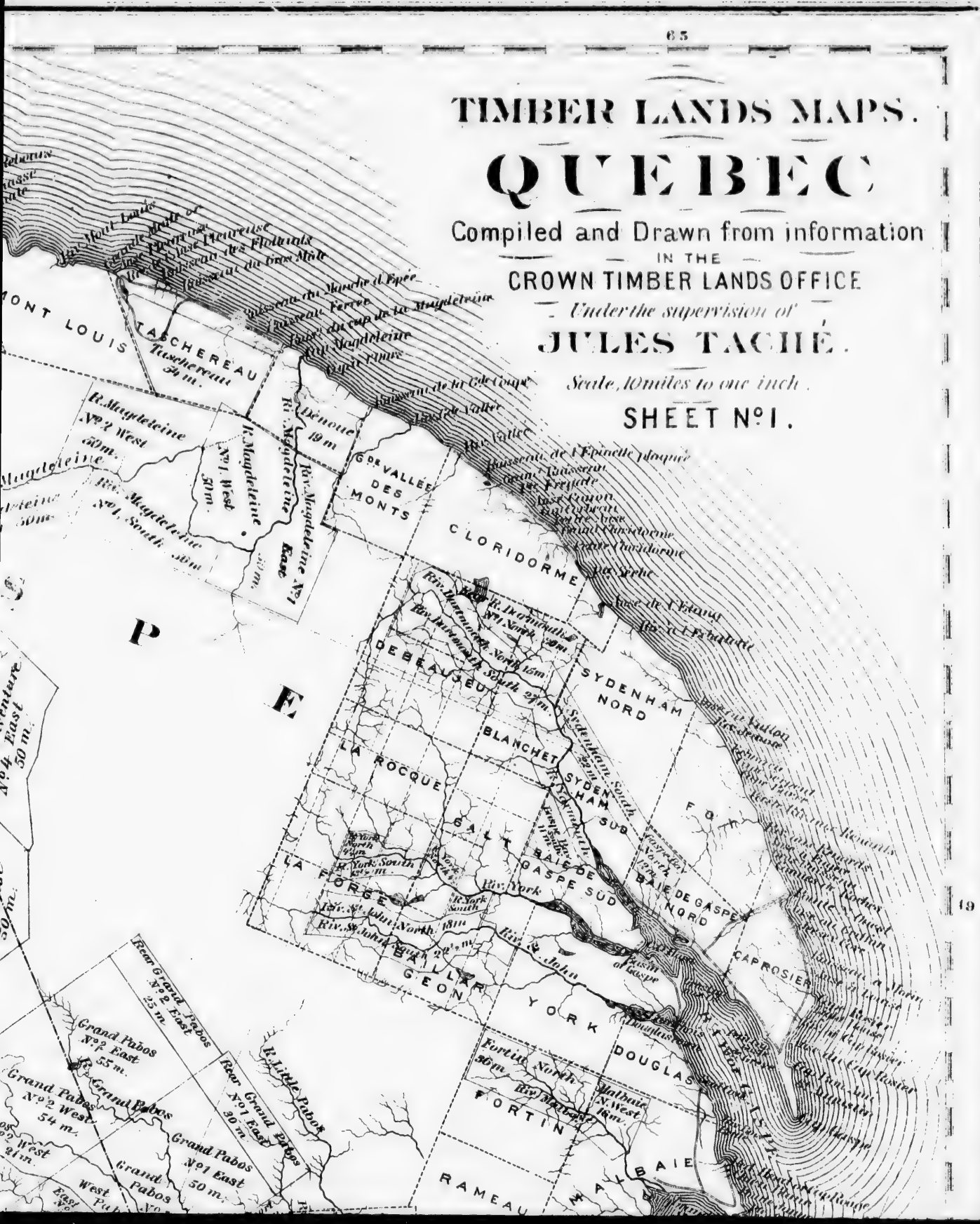

GEOLOGICAL SURVEY OF CANADA
MAP
of the
GRAND LAKE COAL FIELD
in the Counties of
QUEENS AND SUNBURY,
NEW BRUNSWICK
TO ILLUSTRATE THE EXPLORATIONS OF
PROFESSOR L. W. BAILEY, MESSRS G. F. MATTHEW AND R. W. ELLS
Scale of Miles.
67°
66°
65°
Longitude West from Greenwich
FREDERICTON
Canton
MAUGERVILLE
LINCOLN
GLADSTONE
BURTON
BLISSVILLE
GAGETOWN
PETERSVILLE
CAMBRIDGE
MAQUAPIT LAKE
LITTLE RIVER
Hibernia
Bald Mt.
Sargents Mt.
Douglas Mt.
Eagle Nest
Longitude West from Greenwich

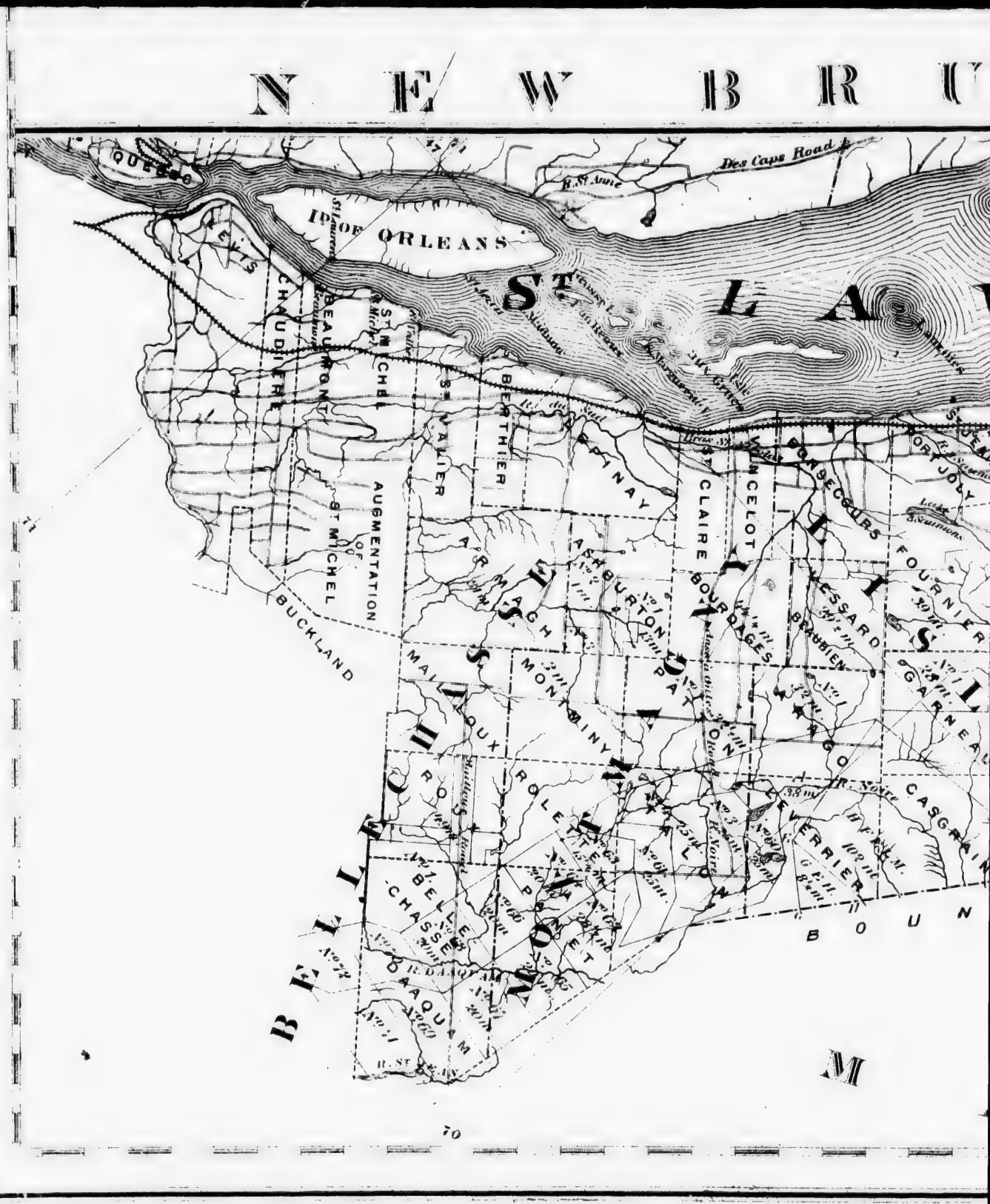

69
48
INTERCOLONIAL R.R.
GRAND TRUNK R.R.
R. du Bic
R. Neigette
R. Rimouski
South West Riv.
L. St. Simon
NICOLAS RIOUX
COLAS RIOUX
BEDARD
TEMISCOUATA
R
M
B
O
East Br. of R. Rimouski Lim. West 36m.
East Br. of R. Rimouski Lim. East 36m.
Riv. Rimouski West 36m.
Riv. Rimouski East 28m.
R. Rimouski West 15m.
Riv. Mitis East 19m.
Riv. Mitis West 15m.
LAKE METIS
SEIGNIORY
L. des Aigles
R. Touladi
SEIGNIORY OF LAKE
R. Madawaska
L. Squatatook
R. Patapedia

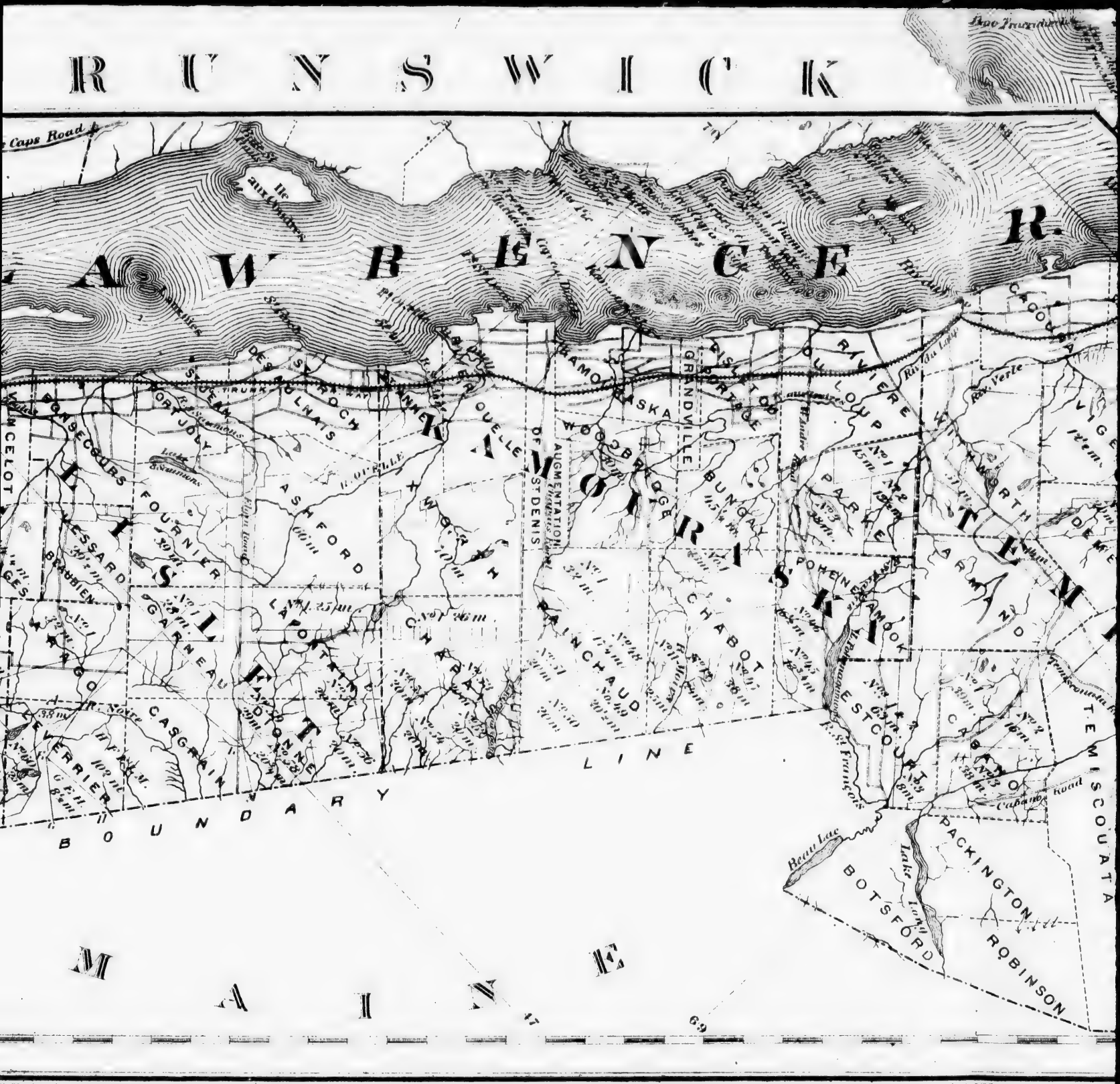

68
67
Longitude West from
SEIGNIORY OF MATANE
MISTASSINI
CABOT
TESSIER
ST DENIS
CHERBOURG
DAUBAIRE
BAIE
ROMIEU
McNider N°1
McNider South
Cabot N°1
Cabot N°2
Cabot N°3
Tessier
St Denis
Riv. Matane North
Riv. Matane South
Rear Matane South N°1
Rear Matane South N°2
Rear Matane South N°3
Rear Matane South N°4
Rear Tessier N°1
Rear St Denis N°1
Rear St Denis N°2
Rear Cherbourg N°1
Rear Daubaire N°1
Rear Romieu
Grand Matane
Trout River South
Riv. Mitis East
Riv. Mitis West
Ruisseau Sauvage
AWANTISH
MATAPEDIA
OMEMTAYE
SEIGNIORY OF LAKE MATAPEDIA
LAKE METIS
SEIGNIORY
MATAPEDIA
LIK
CASUPSCUL
MILNIKEK
ASSEMETQUAGAN
RISTIGOUCHE
MATAPEDIA
MANN
NOUVELLE
CARLETON
R. Matapedia
R. Ristigouche
Matapedia
Riv. Nouvelle
Rivière
Rivière Trois Pistoles
BONAVENTURE

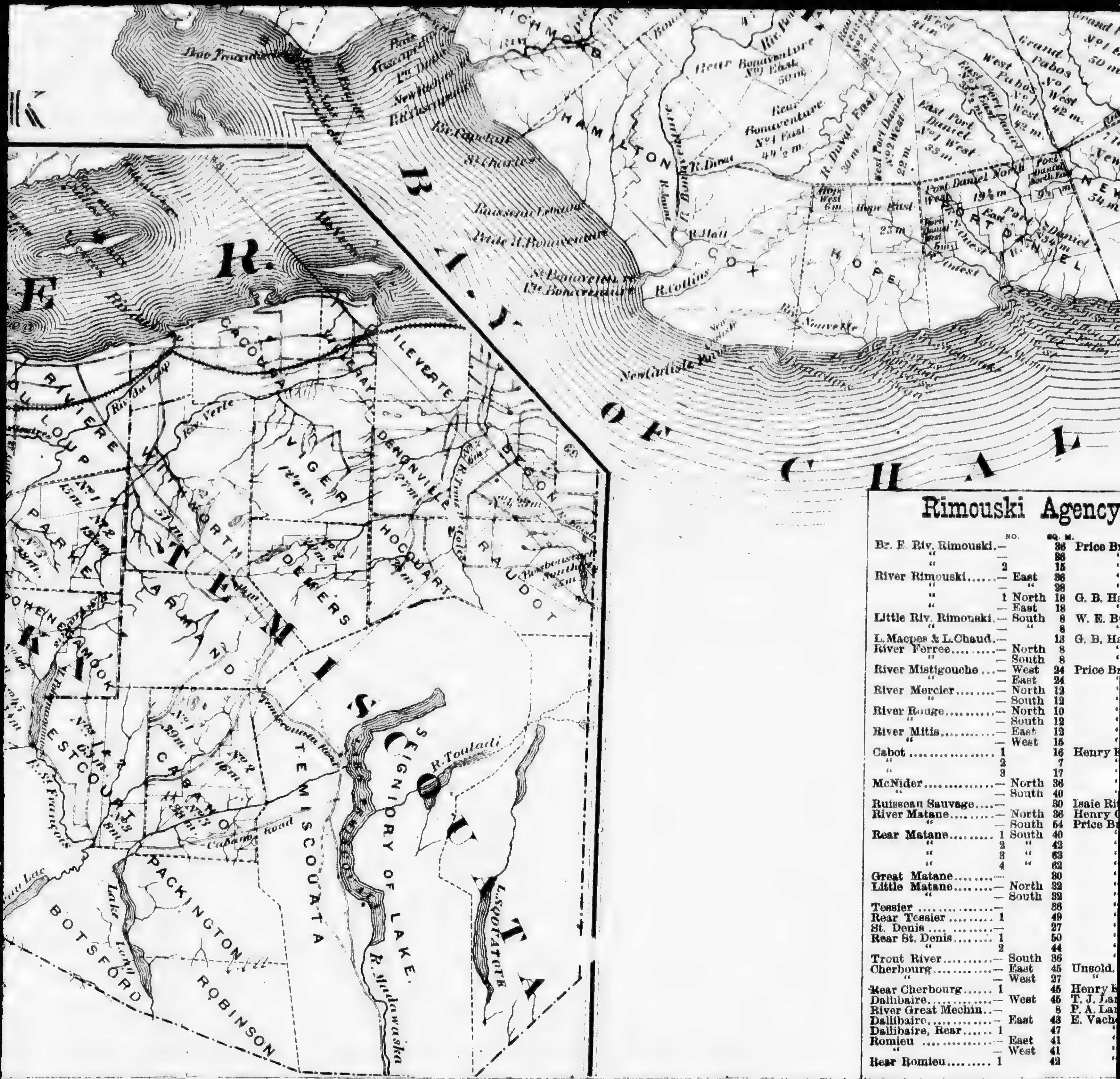


Longitude West from Greenwich
67
66
CHRISTIE
DUCHESNAY
MONT LOUIS
Rear Cherbourg No 1 45m.
Rear Romieu No 1 42m.
Rear Cap Chat 51¼ m.
R. Magdeleine No 2 West 50m.
Riv. St. Magdeleine
G
A
S
P
K
I
E
N
T
U
R
E
Grand Cascapedia River
Riv. Nouvelle
Bonaventure No 4 West 50 m.
Riv. Bonaventure No 4 East 50 m.
Bonaventure No 3 West 50 m.
Riv. Bonaventure No 3 East 50 m.
Central Cascapedia 50 m.
Petite Cascapedia No 1 West 50 m.
Grand Pabos No 2 East 55 m.
Grand Pabos No 2 West 54 m.
NOUVELLE
CARLETON
MARIA
N. RICHMOND


TIMBER LANDS MAPS.
QUEBEC
Compiled and Drawn from information
IN THE
CROWN TIMBER LANDS OFFICE
Under the supervision of
JULES TACHÉ.
Scale, 10 miles to one inch.
SHEET No. 1.
MONT LOUIS
TASCHEREAU
Taschereau 54 m.
R. Magdeleine No. 2 West 50 m.
R. Magdeleine No. 1 West 50 m.
R. Magdeleine No. 1 South 50 m.
R. Magdeleine No. 1 East
Dénoue 19 m
Gde VALLEE DES MONTS
CLORIDORME
DEBEAUJEU
SYDENHAM NORD
BLANCHET
SYDENHAM SUD
LA ROCQUE
GALT
BAIE DE GASPE SUD
BAIE DE GASPE NORD
LA FORGE
BALLAR
GEON
YORK
DOUGLAS
FORTIN
RAMEAU
BAIE
CAPROSIER
FOX
Grand Pabos No. 2 East 55 m.
Grand Pabos No. 2 West 54 m.
Grand Pabos No. 1 East 50 m.
Grand Pabos
Rear Grand Pabos No. 2 East 25 m.
Rear Grand Pabos No. 1 East 30 m.
R. Little Pabos
Fortin North 36 m
Halbaie N. West 18 m.
No. 4 East 50 m.
P
E

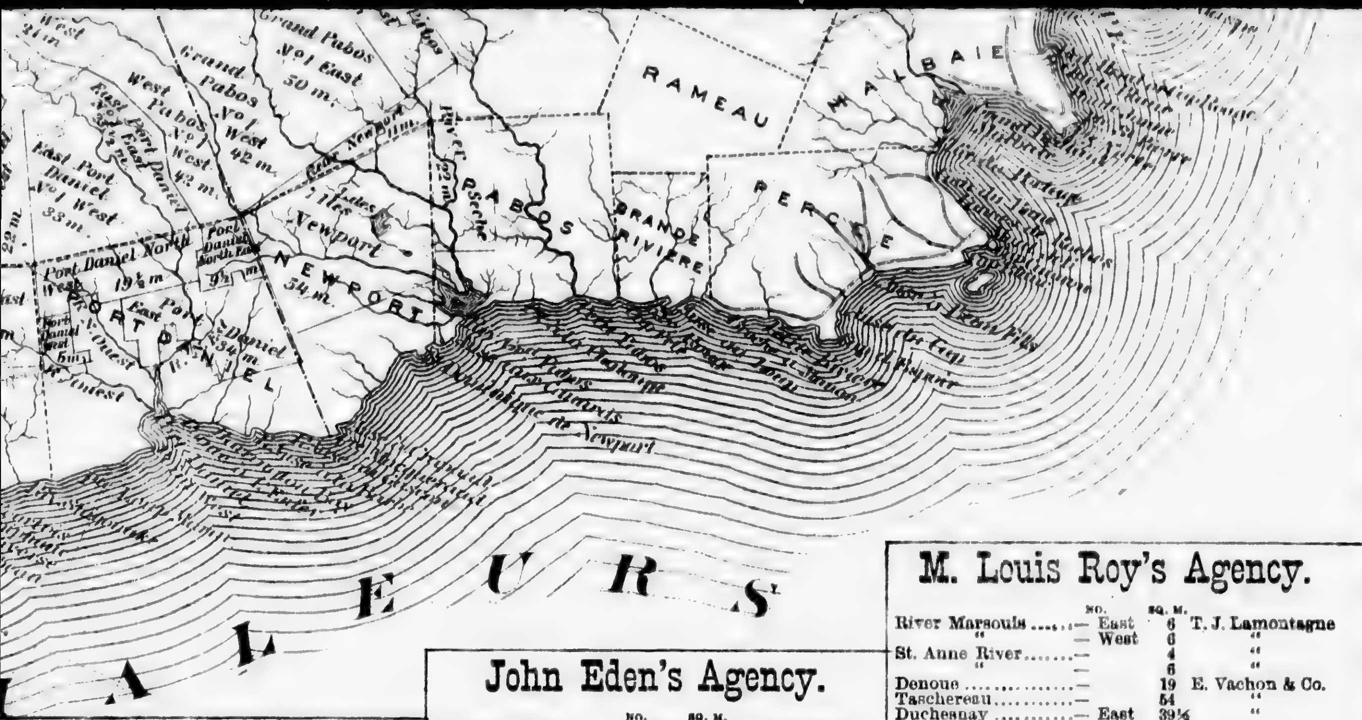

NEW BRU
QUEBEC
Des Caps Road
R. St Anne
ISLE OF ORLEANS
ST LAW
ST MICHEL
BEAUPORT
CHAUDIERE
BERTHIER
ST VALIER
AUGMENTATION OF ST MICHEL
BUCKLAND
DE LAPINAY
ST CLAIRE
MCELOT
POINTE AUX TREMBLES
PORTNEUF
FOURNIER
ASHBURTON
ARMAGH
MONTMINY
MALAUX
ROLETTE
BELLEFEUILLE
CHASSEGROS
BAAQUM
BOURDAGES
PATTON
BRAUREN
GARNEAU
CASGRAIN
BOUN
M
70
71


RUNSWICK
LAWRENCE R.
Ile aux Vaches
Caps Road
DESBOULINATS
ST ROCH
PORTUGAL
ASHFORD
FOURNIER
ESSARD
BRABIEN
GARNEAU
CASGRAIN
LAPOTTERIE
HARTONNE
CHARRAUD
RAINCHAUD
CHABOT
BUNGAY
GRANDVILLE
ASKA
WOOLBARGER
AUGMENTATION
ST DENIS
ROUELLE
HAMOLA
PORTAGE
DOULOUP
RIVIERE
PARKE
POHENEGAMOOK
ESTCOURT
CARGILL
CAGOUSSA
TEMISCOUATA
PACKINGTON
ROBINSON
BOTSFORD
Beau Lac
Lake Long
Rivière Verte
Rivière du Loup
Cabano Road
St Francois
BOUNDARY LINE
MAINE



Rimouski Agency

	NO.		SQ. M.	
Br. E. Riv. Rimouski.	—		36	Price Br
“	—		36	“
“	2		15	“
River Rimouski......	—	East	36	“
“	—	“	28	“
“	1	North	18	G. B. Ha
“	—	East	18	“
Little Riv. Rimouski.	—	South	8	W. E. B
“	—	“	8	“
L. Macpes & L. Chaud.	—		13	G. B. Ha
River Ferree..........	—	North	8	“
“	—	South	8	“
River Mistigouche ...	—	West	24	Price Br
“	—	East	24	“
River Mercier.........	—	North	12	“
“	—	South	12	“
River Rouge...........	—	North	10	“
“	—	South	12	“
River Mitis............	—	East	12	“
“	—	West	15	“
Cabot	1		16	Henry K
“	2		7	“
“	3		17	“
McNider................	—	North	36	“
“	—	South	40	“
Ruisseau Sauvage....	—		30	Isaie Ri
River Matane..........	—	North	36	Henry C
“	—	South	54	Price Br
Rear Matane..........	1	South	40	“
“	2	“	42	“
“	3	“	63	“
“	4	“	62	“
Great Matane.........	—		30	“
Little Matane.........	—	North	32	“
“	—	South	32	“
Tessier	—		36	“
Rear Tessier	1		49	“
St. Denis	—		27	“
Rear St. Denis........	1		50	“
“	2		44	“
Trout River...........	—	South	36	“
Cherbourg.............	—	East	45	Unsold.
“	—	West	27	“
Rear Cherbourg......	1		45	Henry K
Dallibaire...............	—	West	45	T. J. La
River Great Mechin..	—		8	P. A. La
Dallibaire...............	—	East	43	E. Vach
Dallibaire, Rear......	1		47	“
Romieu	—	East	41	“
“	—	West	41	“
Rear Romieu.........	1		42	“



Rimouski Agency.

	No.		Sq. M.	
E. Riv. Rimouski.	—		36	Price Bro's & Co.
"	—		36	"
"	2		15	"
er Rimouski......	—	East	36	"
"	—	"	28	"
"	1	North	18	G. B. Hall.
"	—	East	18	"
tle Riv. Rimouski.	—	South	8	W. E. Butchart.
"	—	"	8	"
Macpes & L.Chaud.	—		13	G. B. Hall.
er Ferree.........	—	North	8	"
"	—	South	8	"
er Mistigouche ...	—	West	24	Price Bro's & Co.
"	—	East	24	"
er Mercier........	—	North	12	"
"	—	South	12	"
er Rouge..........	—	North	10	"
"	—	South	12	"
er Mitis..........	—	East	12	"
"	—	West	15	"
oot	1		16	Henry King & Co.
	2		7	"
	3		17	"
Nider..............	—	North	36	"
"	—	South	40	"
sseau Sauvage....	—		30	Isaie Ritchot.
er Matane.........	—	North	36	Henry C. Borse.
"	—	South	54	Price Bro's & Co.
r Matane.........	1	South	40	"
"	2	"	42	"
"	3	"	63	"
"	4	"	62	"
at Matane........	—		30	"
le Matane........	—	North	32	"
"	—	South	32	"
sier	—		36	"
r Tessier	1		49	"
Denis	—		27	"
r St. Denis.......	1		50	"
"	2		44	"
out River.........	—	South	36	"
rbourg............	—	East	45	Unsold.
"	—	West	27	"
r Cherbourg......	1		45	Henry King & Co.
hbaire............	—	West	45	T. J. Lamontagne
er Great Mechin..	—		8	P. A. Lamontagne
libaire............	—	East	43	E. Vachon & Co.
libaire, Rear......	1		47	"
nieu	—	East	41	"
"	—	West	41	"
r Romieu.........	1		42	"

John Eden's Agency.

	No.		Sq. M.	
St. John's River......	—	North	18	Lowndes Bro's.
"	—	South	22½	"
York River...........	—	"	13½	"
"	—	North	9	"
Darmouth	—	South	27	"
"	—	North	15	"
Gaspe Bay...........	1	"	12¼	"
Sydenham...........	—	South	22	"
Rear Darmouth Riv..	1	North	30	"
Gaspe Bay...........	—	South	11	"
Fortin	—	North	36	"
Malbaie	—	N. W.	16	"

Granville's Agency.

	No.		Sq. M.	
Township Begon.....	1		23	Marchment.
" "	2		6	"
" Raudot....	1		25	"
" Bedard ...	—		25	"
Riv. Bois Bouscache..	—	North	—	"
"	—	South	—	"
Township Denonville	—		27	"
" Hocquart .	—		36	"
" Demers ...	2		22	"
Pt. Tp. Viger..........	—}		12½	{Carbray & Routh.
" Demers.........	1}			
" Whitworth	—		51	"
" Parke	2		13	"
" Armand	—		14	M. Baker.
" Cabano	1		39	{Morrow & Woodman.
" Escourt.........	1 & 2		63	
" Pohenegamook	1		24	"
" Cabano	3		38	Chas. Bertrand.
" "	2		16	Cunliff & Stevens
" Escourt.........	3		8	"
" Parke	3		38	Thos. Glover.
" Bungay	—		45¾	"
" Woodbridge...	—		80	"
" Painchaud	1		32	"
" Chabot	1		18	"
" Ixwofth	—		70	Chas. King.
" Chapais........	1		26	"
"	12		24	Hon. Muirhead.
"	11		25	"
"	48		17¼	"
"	49		20½	"
"	50		20	"
"	51		20	"
"	52		20	"
"	53		20	"
"	54		20	"
"	55		20	"
Parke	1		15	Jean B. Pouliote.

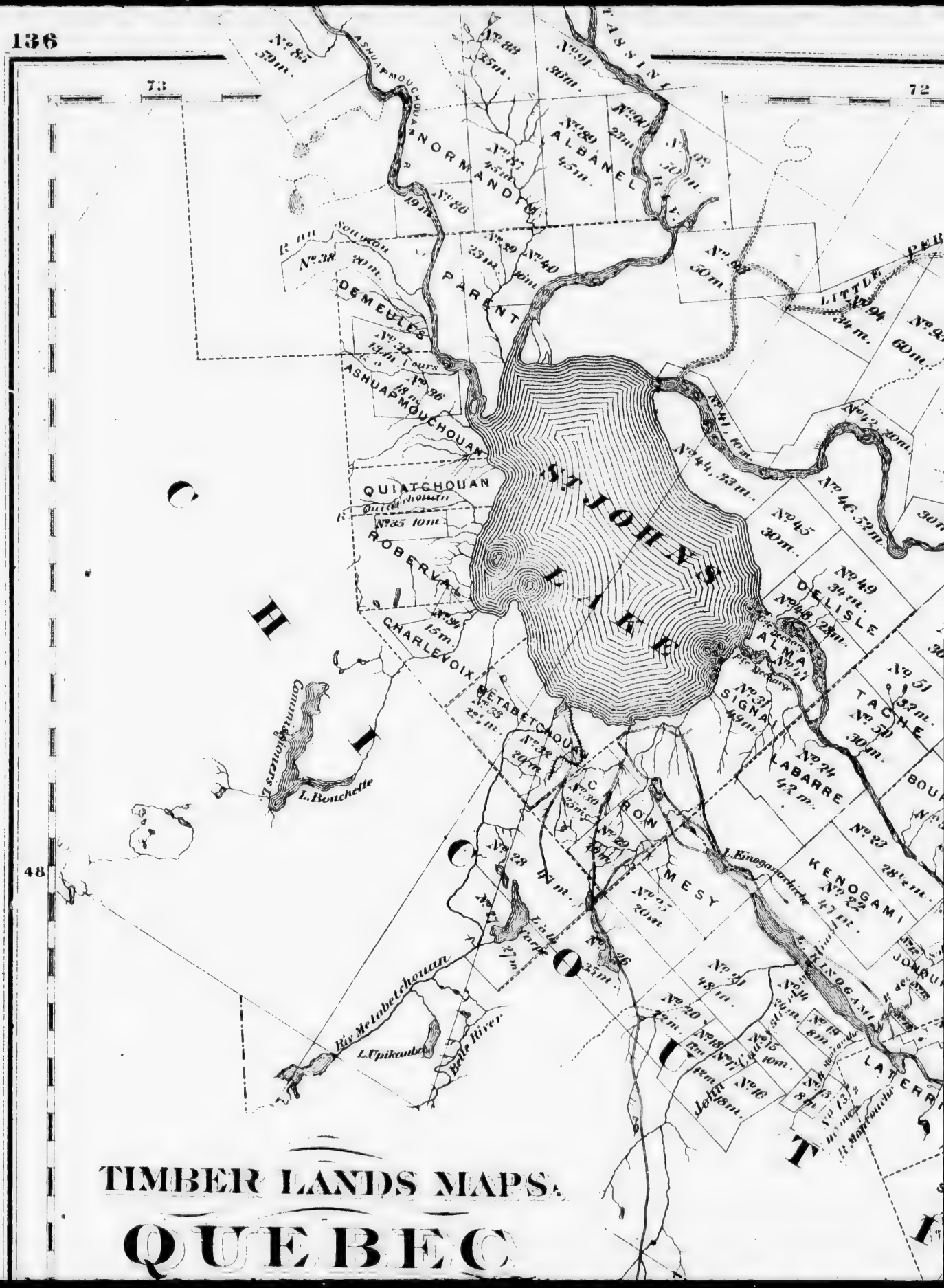
M. Louis Roy's Agency.

	No.		Sq. M.	
River Marsouls	—	East	6	T. J. Lamontagne
"	—	West	6	"
St. Anne River.......	—		4	"
"	—		6	"
Denoue	—		19	E. Vachon & Co.
Taschereau..........	—		54	"
Duchesnay	—	East	39½	"
"	—	West	33	"
Christie..............	—		46½	"
Tourelle	—	East	43	"
"	—	West	41½	"
Cap Chat	—	East	28	"
"	—	West	39	"
Rear Cap Chat.......	1		51¼	"
Romieux.............	—		41	"
Magdeleine River....	1	West	50	"
"	2		50	"
"	1	East	50	"
"	1	South	50	"
"	2	"	50	"

Montmagny Agency.

	No.	Sq. M.	
Pt. Tp. Ashford.......	—	66	Charles King.
" Lafontaine	1	25	"
" Garneau.......	1	28	"
" Fournier	—	39	Leandre Methot.
" Lessard........	—}	29½	"
" Beaubien	—}		
" Arago..........	1	32	"
" Bourdages	—	44¼	"
" Patton	1	32½	"
" Ashburton	1	13	"
" Armagh	—	81	Price Bro's & Co.
" Montminy	—	3	"
" Ashburton	2 & 3	11	"
" Roux	—}	49	J. B. Hall.
" Bellechasse....	1}		
"	57	20	Hon. Muirhead.
"	59	29	"
"	63	15¼	"
"	64	20	"
"	66	20	"
"	68	20	"
"	50	20	Cunliff & Stevens.
"	58	20¾	"
"	H, F, E, L, M,	102	"
"	G, F, H,	8½	"
"	A,	38½	"
"	60	25	"
"	3	25	"
"	4	25	"
"	67	20	"
"	69	—	"
"	71	—	"
"	61	25	Morrow Connors.
"	62	28	"
"	65	20	"

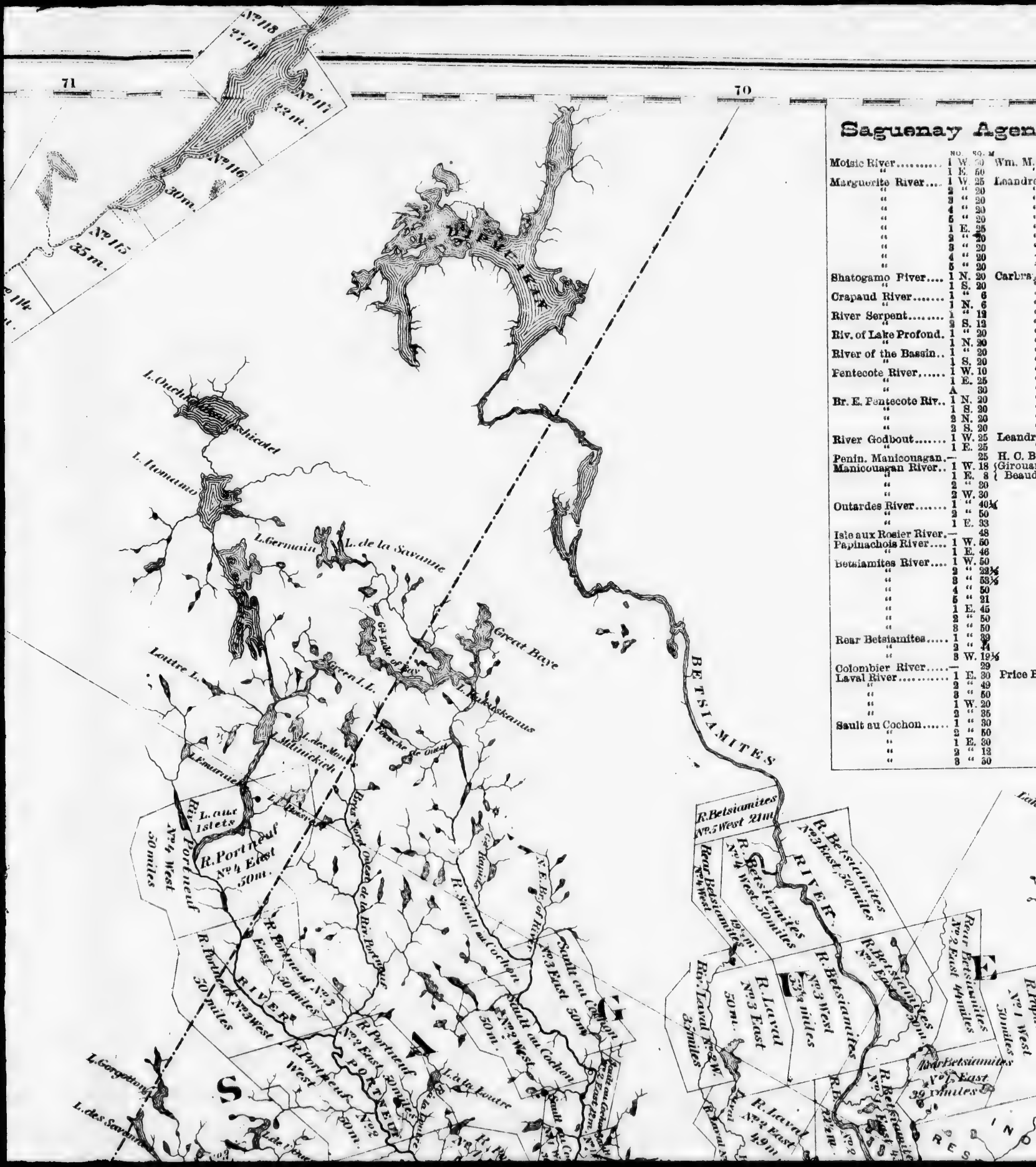
48



TIMBER LANDS MAPS.

QUEBEC

72
Longitude West from Greenwich.
71
LITTLE PERIBONKA
PERIBONKA RIVER
Shipshaw River
L. Ouchichagamichic
L. Honuanno
Loutre L.
L. Emmuiel
R. Portneuf
R. Portneuf No. 4 West
50 miles
L. Georgetown
L. des Savanes
DELISLE
ALMA
SIGNAL
TACHE
LABARRE
BOURGETTE
KENOGAMI
SIMARD
JONQUIERE
CHICOUTIMI
LATERRIERE
TREMBLAY
HARVEY
ST GERMAIN
SIMON
BAGOT
R. Kenogami
R. Chicoutimi
R. Mistassini
L. Kenogamichiche
No. 94
No. 95
60 m.
No. 96
No. 97
57 m.
No. 98
40 m.
No. 99
30 m.
No. 100
36 m.
No. 101
No. 102
No. 103
38 miles
No. 104
16 m.
No. 105
24 m.
No. 106
16 m.
No. 107
No. 108
40 m.
No. 109
38 m.
No. 110
36 m.
No. 111
42 m.
No. 112
36 m.
No. 113
45 m.
No. 114
18 m.
No. 115
35 m.
No. 116
20 m.
No. 117
35 m.
No. 45
30 m.
No. 46
52 m.
No. 49
34 m.
No. 48
28 m.
No. 41
No. 31
49 m.
No. 51
32 m.
No. 50
30 m.
No. 52
36 m.
No. 53
42 m.
No. 54
44 m.
No. 55
48 m.
No. 56
38 m.
No. 57
28 m.
No. 58
No. 59
No. 60
No. 61
9 m.
No. 62
No. 63
36 m.
No. 64
No. 65
No. 66
No. 67
33 m.
No. 68
19 m.
No. 69
No. 70
No. 71
35 m.
No. 72
No. 73
32 m.
No. 74
No. 75
No. 76
No. 77
35 m.
No. 22
47 m.
No. 23
No. 24
No. 25
No. 26
No. 13
No. 14
No. 15
No. 16
No. 12
No. 33
8 m.
No. 34
42 m.
No. 35
30 m.
No. 43
30 m.
No. 42
30 m.
No. 41
10 m.
No. 33
No. 93
No. 94
34 m.



Saguenay Agen

	NO.	SQ. M	
Moisic River.....	1 W.	50	Wm. M.
"	1 E.	50	
Marguerite River....	1 W.	25	Leandr
"	2 "	20	
"	3 "	20	
"	4 "	20	
"	5 "	20	
"	1 E.	25	
"	2 "	20	
"	3 "	20	
"	4 "	20	
"	5 "	20	
Shatogamo River....	1 N.	20	Carbra
"	1 S.	20	
Crapaud River.....	1 "	6	
"	1 N.	6	
River Serpent.....	1 "	12	
"	2 S.	12	
Riv. of Lake Profond.	1 "	20	
"	1 N.	20	
River of the Bassin..	1 "	20	
"	1 S.	20	
Pentecote River.....	1 W.	10	
"	1 E.	25	
"	A	30	
Br. E. Pentecote Riv..	1 N.	20	
"	1 S.	20	
"	2 N.	20	
"	2 S.	20	
River Godbout.....	1 W.	25	Leandr
"	1 E.	25	
Penin. Manicouagan.	—	25	H. C. B
Manicouagan River..	1 W.	18	(Giroua
"	1 E.	8	(Beaud
"	2 "	20	
"	2 W.	30	
Outardes River.....	1 "	40¼	
"	2 "	50	
"	1 E.	33	
Isle aux Rosier River.	—	48	
Papinachois River....	1 W.	50	
"	1 E.	46	
Betsiamites River....	1 W.	50	
"	2 "	22½	
"	3 "	53½	
"	4 "	50	
"	5 "	21	
"	1 E.	45	
"	2 "	50	
"	3 "	50	
Rear Betsiamites.....	1 "	39	
"	2 "	14	
"	3 W.	19½	
Colombier River.....	—	29	
Laval River.....	1 E.	30	Price R
"	2 "	49	
"	3 "	50	
"	1 W.	20	
"	2 "	35	
Sault au Cochon.....	1 "	30	
"	2 "	50	
"	1 E.	30	
"	2 "	12	
"	3 "	50	

Saguenay Agency.

	NO.	SQ. M.	
Moisic River	1 W.	50	Wm. M. Molson.
"	1 E.	50	"
Marguerite River	1 W	25	Leandre Methot.
"	2 "	20	"
"	3 "	20	"
"	4 "	20	"
"	5 "	20	"
"	1 E.	25	"
"	2 "	20	"
"	3 "	20	"
"	4 "	20	"
"	5 "	20	"
Shatogamo River	1 N.	20	Carbra & Routh.
"	1 S.	20	"
Crapaud River	1 "	6	"
"	1 N.	6	"
River Serpent	1 "	12	"
"	2 S.	12	"
Riv. of Lake Profond.	1 "	20	"
"	1 N.	20	"
River of the Bassin	1 "	20	"
"	1 S.	20	"
Pentecote River	1 W.	10	"
"	1 E.	25	"
"	A	30	"
Br. E. Pentecote Riv.	1 N.	20	"
"	1 S.	20	"
"	2 N.	20	"
"	2 S.	20	"
River Godbout	1 W.	25	Leandre Methot.
"	1 E.	25	"
Penin. Manicouagan.	—	25	H. C. Bosse.
Manicouagan River	1 W.	18	Girouard & Beaudet.
"	1 E.	8	
"	2 "	30	"
"	2 W.	30	"
Outardes River	1 "	40¼	"
"	2 "	50	"
"	1 E.	33	"
Isle aux Rosier River.	—	48	"
Papinachois River	1 W.	50	"
"	1 E.	46	"
Betsiamites River	1 W.	50	"
"	2 "	22½	"
"	3 "	53½	"
"	4 "	50	"
"	5 "	21	"
"	1 E.	45	"
"	2 "	50	"
"	3 "	50	"
Rear Betsiamites	1 "	39	"
"	2 "	44	"
"	3 W.	19½	"
Colombier River	—	29	
Laval River	1 E.	30	Price Bro's & Co.
"	2 "	49	"
"	3 "	50	"
"	1 W.	20	"
"	2 "	35	"
Sault au Cochon	1 "	30	"
"	2 "	50	"
"	1 E.	30	"
"	2 "	12	"
"	3 "	50	"

	NO.	SQ. M.	
Portneuf River	1 W.	50	John Roche.
"	2 "	50	"
"	3 "	50	"
"	4 "	50	"
"	1 E.	50	"
"	2 "	50	"
"	3 "	50	"
"	4 "	50	"
Escoumains River	1 W.	65	Nazaire, Tetu & Co.'s Succession.
"	2 "	28	
"	B	2	"
Little Escoumains R.	79	3	"
Sault au Mouton Riv.	80	5	"
"	81	5	"
Escoumains River	82	4	"
Bergeronne River	1 E.	25	F. Larouche.
Saguenay River	85 "	48	Price Bro's & Co.
"	86 "	19	"
"	87 "	38	"
"	88 "	24	"
"	89 "	30	"
"	90 "	9	"
"	91 "	3	"
"	93 "	2	Joseph Bradford.
"	1 W.	54	Price Bro's & Co.
"	2 "	43	"
"	3 "	47	"
"	4 "	54	"
River Noire	1 "	20	"
"	1 E.	15	"
River Malbaie	1	54	Ch's Broster.
"	2	27	"
"	3	34	"
"	4	32	"
"	5	33	"
"	6	45	"
"	7	47	"
"	8	40	"
"	9	58	"
"	10	45	"
"	11	36	"
"	12	42	"
"	13	35	"
"	14	37	"
Gouffre No. 1	—	21	Adamson & Ronaldson.

Chicoutimi Agency.

	NO.	SQ. M.	
Limit	5	50	Price Bro's & Co.
"	6	8	"
"	7	54	"
"	8	47	"
"	9	54	"
"	10	58	"
"	11	34	"
Township Laterriere.	12	8	"
Canton Joncq's. (12.12.12)		—	"

M. GUAY, PROPRIETOR.

	NO.	SQ. M.		NO.	SQ. M.
Limit	13	8	Limit	65	9
"	19	8	"	66	12
"	59	4½	"	72	8
"	61	9			

PRICE BRO'S & CO., PROPRIETORS.

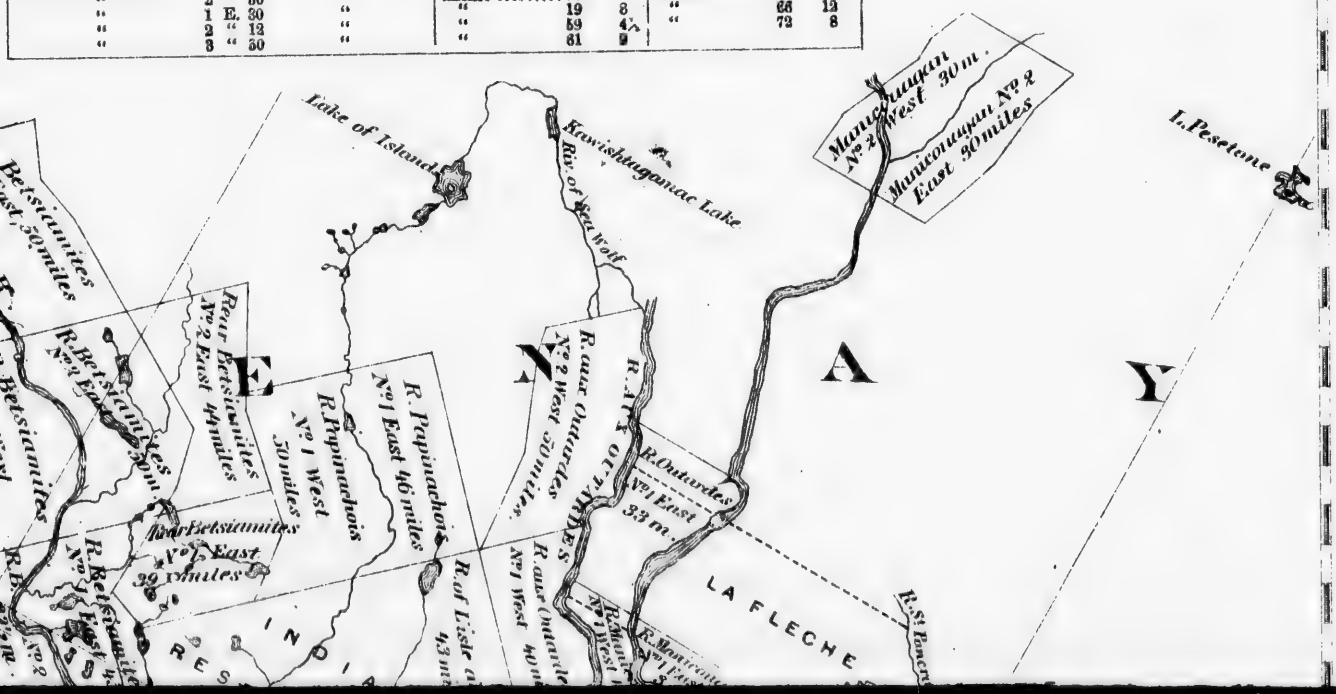
	NO.	SQ. M.		NO.	SQ. M.
Limit	14	24	Limit	43	53
"	15	10	"	47	—
"	16	16	"	48	28
"	17	12	"	49	34
"	18	12	"	50	30
"	20	22	"	51	32
"	21	48	"	52	36
"	22	47	"	53	42
"	23	28½	"	54	44
"	24	42	"	55	48
"	25	20	"	56	38
"	26	35	"	57	38
"	27	27	"	58	—
"	28	47	"	58½	18
"	29	20	"	60	21
"	30	25	"	62	36
"	31	49	"	63	36
"	32	20	"	63½	32
"	33	22½	"	73	32
"	34	15	"	74	27
"	35	10	"	75	20
"	36	18	"	76	20
"	37	13	"	77	35
"	38	20	"	78	14
"	39	23	"	79	35
"	40	16	"	80	24
"	41	10	"	81	24
"	42	20	"	82	54
"	43	30	"	83	18
"	44	33	"	84	18
"	45	30			

WYAT, ESQ., PROPRIETOR.

	NO.	SQ. M.		NO.	SQ. M.
Limit	64	15	Limit	(69.69)	—
"	67	33	"	70	—
"	68	19	"	71	33

DUNN HOME & CO., PROPRIETORS.

	NO.	SQ. M.		NO.	SQ. M.
Limit	85	59	Limit	102	45
"	86	19	"	103	38
"	87	45	"	104	16
"	88	35	"	105	24
"	89	45	"	106	16
"	90	23	"	107	7
"	91	36	"	108	20
"	92	50	"	109	38
"	93	50	"	110	36
"	94	39	"	111	42
"	95	60	"	112	36
"	96	65	"	113	15
"	97	57	"	114	18
"	98	40	"	115	35
"	99	30	"	116	30
"	100	26	"	117	22
"	101	40	"	118	27

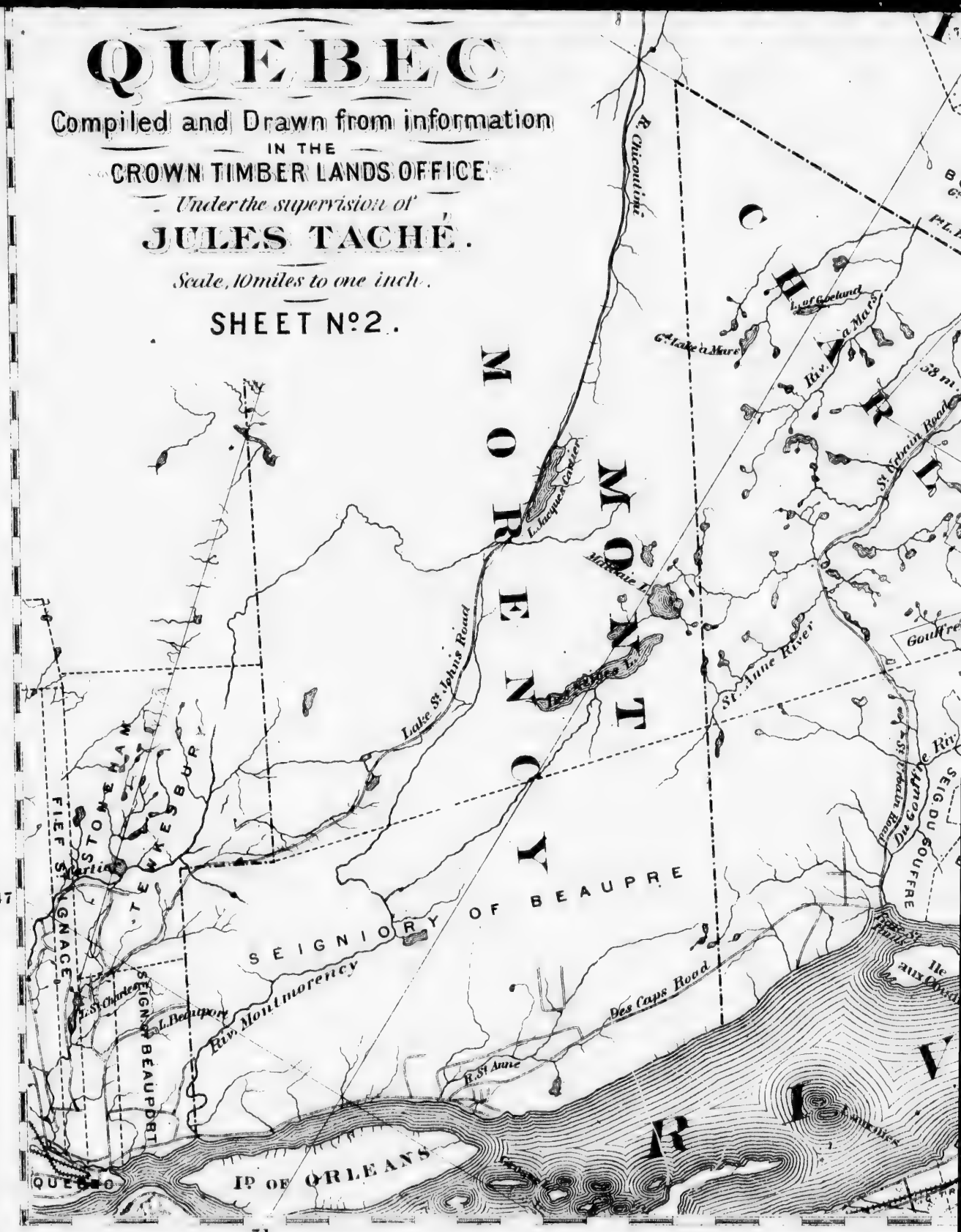


QUEBEC

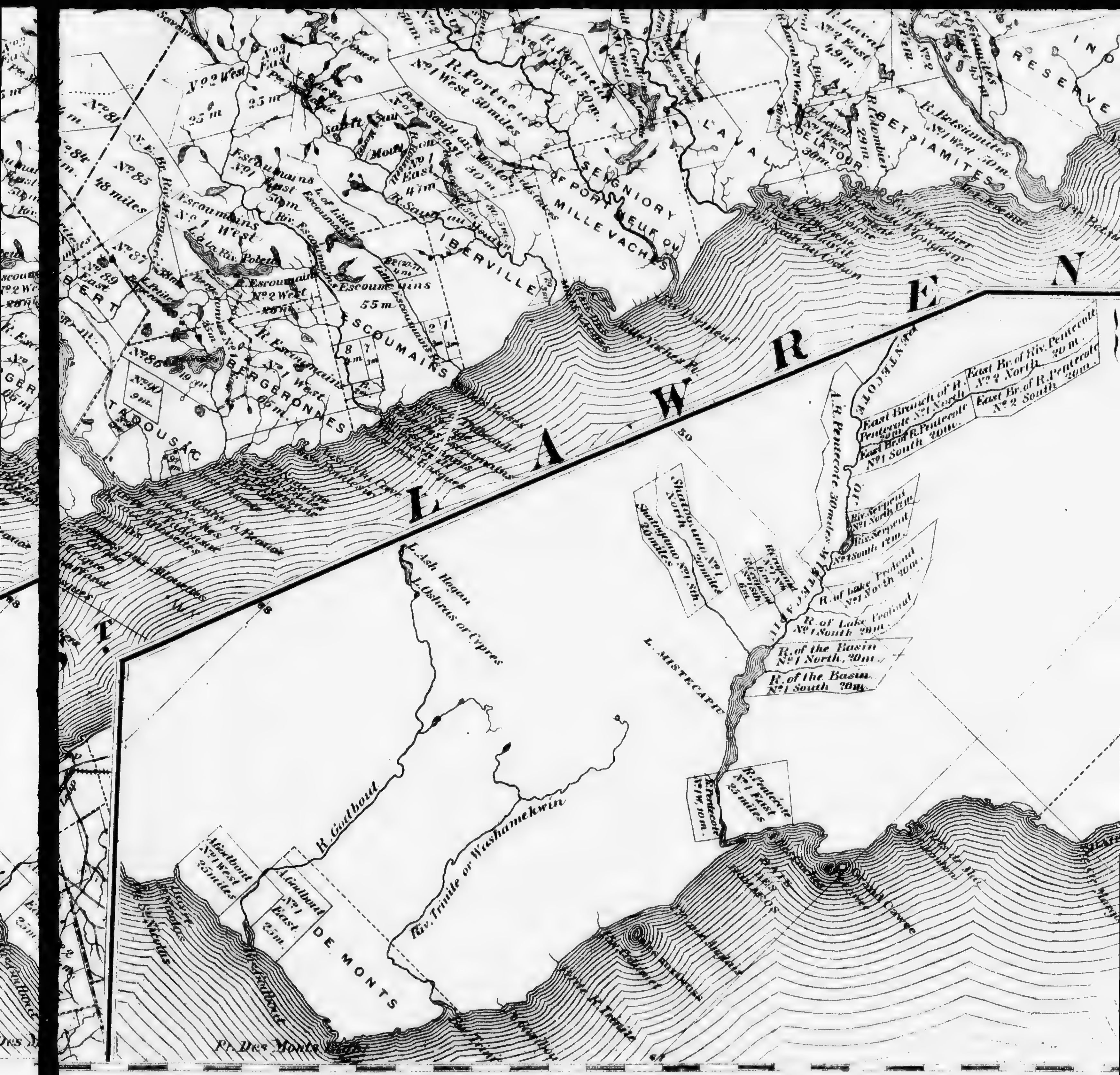
Compiled and Drawn from information
IN THE
CROWN TIMBER LANDS OFFICE
Under the supervision of
JULES TACHÉ.

Scale, 10 miles to one inch.

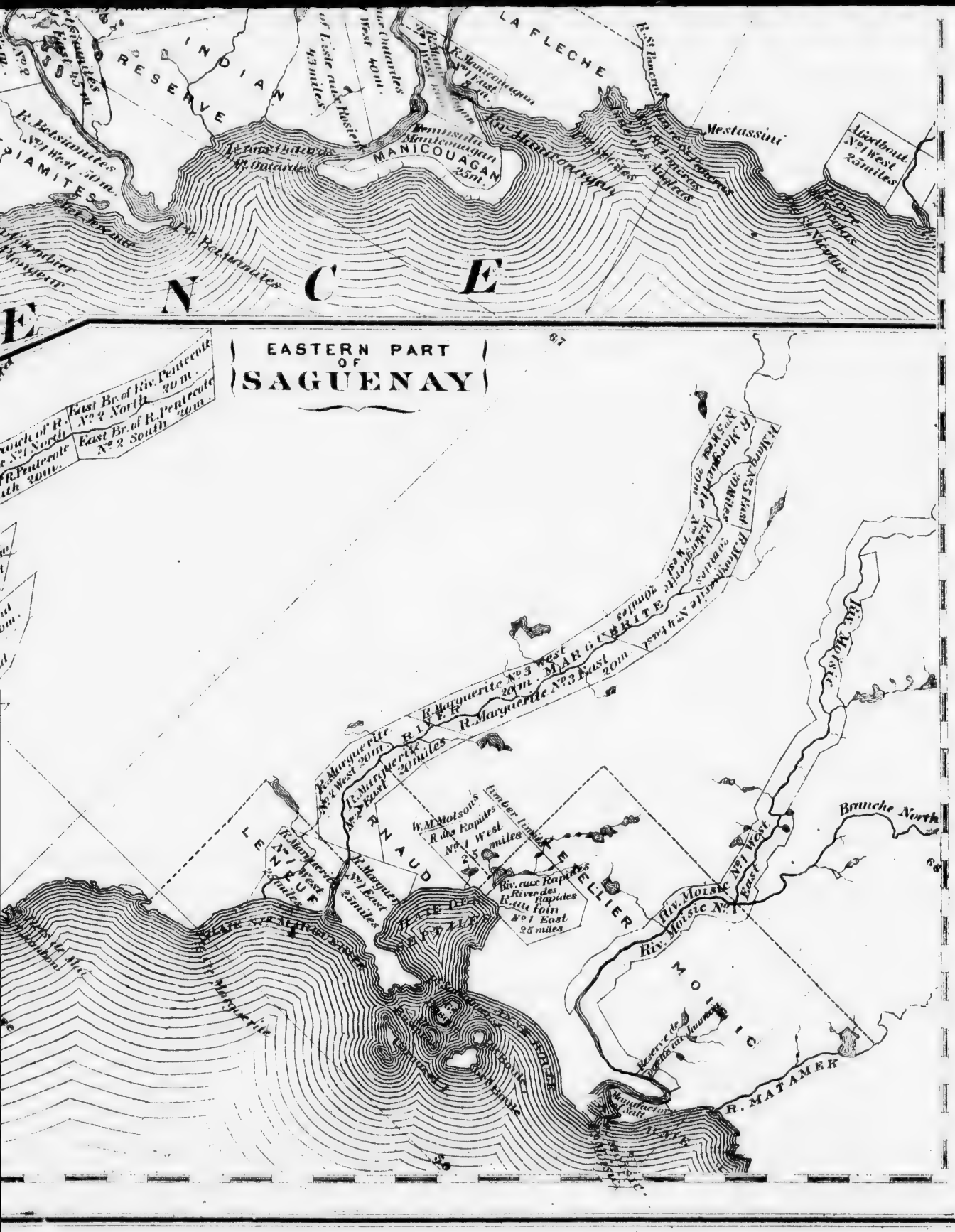
SHEET No. 2.



FERLAND
HEBERT
BOILLEAU
BREBŒUF
LALLEMANT
PERIGNY
DUCREUX
ST. JEAN
LABROSSE
BERGERONNES
TADOUSAC
SAGUENAY
Saguenay No 4 West 54 m.
Saguenay No 3 West 45 m.
Saguenay No 2 West 43 m.
Saguenay No 1 West 54 m.
CHARLEVOIX
St. Urbain Road
St. Anne River
Gouffre No 1 West 21 m.
DESALES
CHAVEAU
CALLIERES
MONT MURRAY
MURRAY BAY
SETTRINGTON
SEIG. DU GOUFFRE
EBOULEMENTS
Ile aux Coudres
RIVIERE DU LOUP
KAMOURASKA
GRANDVILLE
WOODBRIDGE
BUNGAY
PARKE
RIVIERE
ST. ROCH
DES AULNAIS
70
Longitude West from Greenwich.

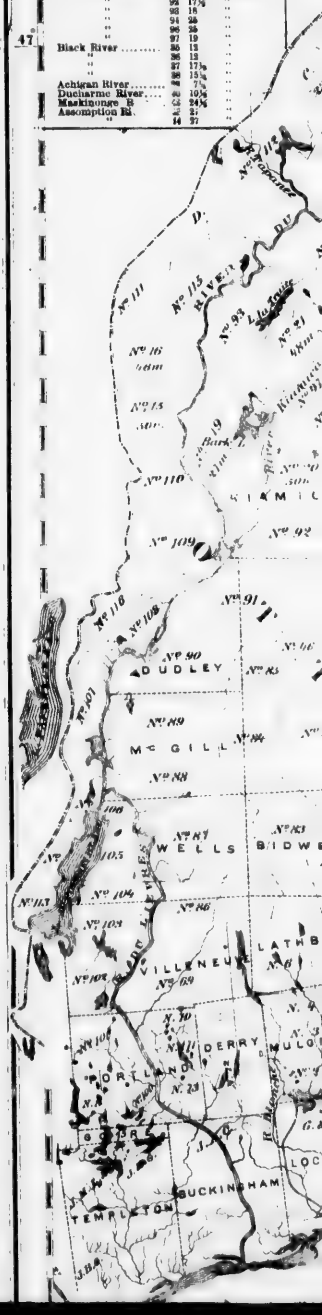


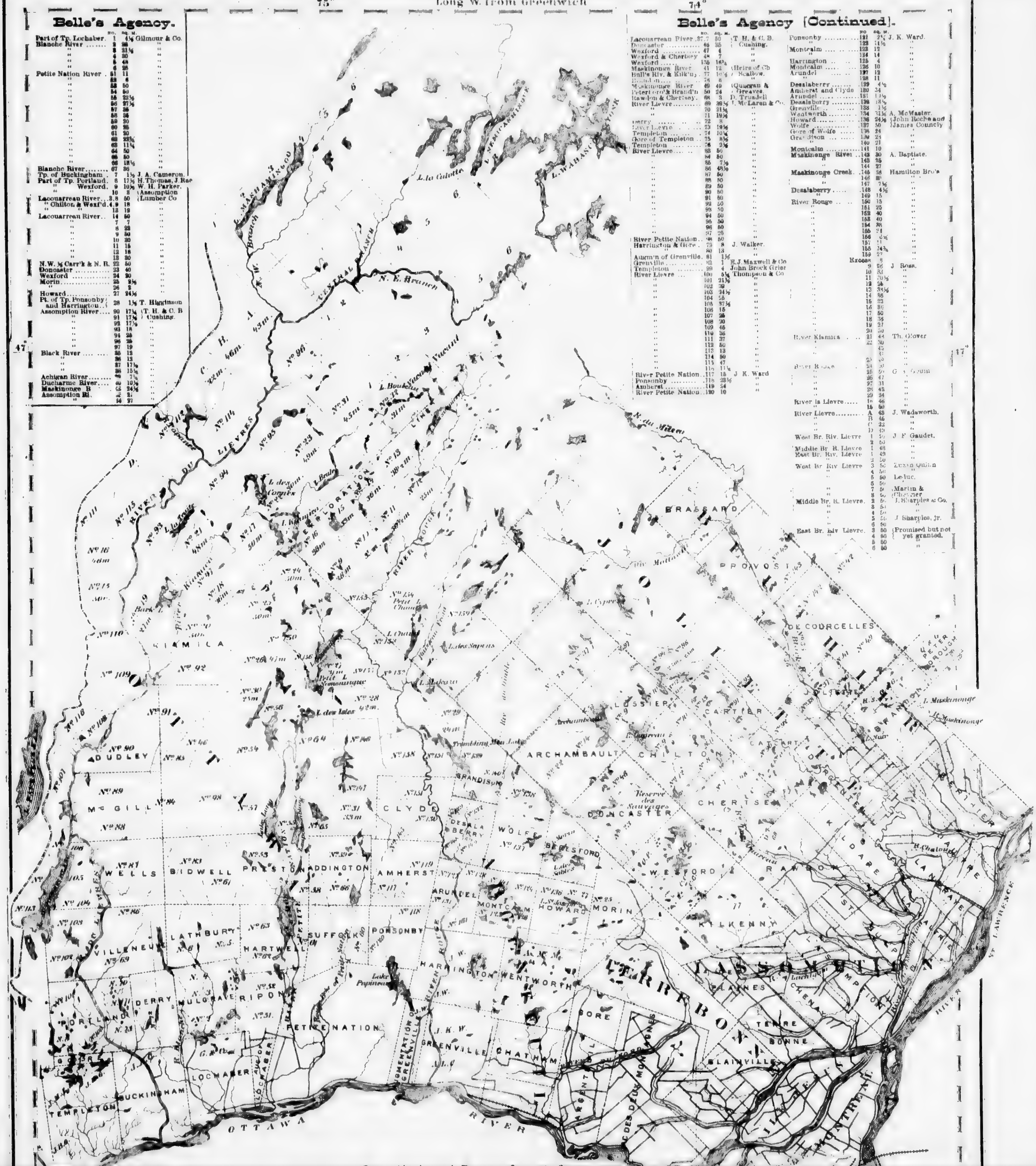
ST. LAWRENCE
TADOUSAC
BERGERONNES
ESCOUMAINS
IBERVILLE
SEIGNIORY OF PORTNEUF OU MILLE VACHES
LAVAL
DE LATOUR
BETSIAMITES
RESERVE
DE MONTS
L. MISTECAPIC
R. Portneuf
R. Godbout
Riv. Trinité or Washamekwin
L. Ash Hogan
L. Ostras or Cypres
R. Pentecote
Pt. Des Monts


EASTERN PART OF SAGUENAY
INDIAN RESERVE
LA FLECHE
MANICOUAGAN
Mestassini
Abitibou No 1 West 25 miles
R. Betsiamites
R. Manicouagan
R. Outardes
R. Moisie
R. MATAMEK
R. Marguerite
R. Marguerite No 3 West 20 m
R. Marguerite No 3 East 20 m
R. Marguerite No 2 West 20 m
R. Marguerite No 2 East 20 miles
R. Marguerite No 1 West 25 miles
R. Marguerite No 1 East 25 miles
RENAUD
LENEUF
LE BELLIER
MOISIC
W. M. Molson's R. des Rapides No 1 West 25 miles
Riv. aux Rapides
R. des Rapides
R. au Foin
No 1 East 25 miles
Riv. Moisie No 1 West
Riv. Moisie No 1 East
Branche North
Reserve de Bonne an Journey
Manufacture de Sel
Lake Manicouagan
East Branch of R. Pentecote No 1 North 20 m
East Br. of Riv. Pentecote No 2 North 20 m
East Br. of R. Pentecote No 2 South 20 m

Belle's Agency.

	No.	Sq. M.	
Part of Tp. Lochaber.	1	4¼	Gilmour & Co.
Blanche River	2	22	"
"	3	31¼	"
"	4	30	"
"	5	48	"
"	6	36	"
Petite Nation River .	81	11	"
"	82	6	"
"	83	50	"
"	84	50	"
"	85	22½	"
"	86	27½	"
"	87	36	"
"	88	34	"
"	89	30	"
"	90	36	"
"	91	30	"
"	92	22¾	"
"	93	11¼	"
"	94	50	"
"	95	50	"
"	96	18½	"
Blanche River.....	97	36	"
Tp. of Buckingham .	7	1½	J. A. Cameron.
Part of Tp. Portland.	8	17½	H. Thomas, J Rae
" Wexford.	9	10¼	W. H. Parker.
" "	10	8	Assumption Lumber Co
Lacouarreau River..	3.3	50	"
" Chilton & Wexf'd.	4.9	18	"
" "	12	19	"
Lacouarreau River..	14	50	"
"	7	7	"
"	8	22	"
"	9	30	"
"	10	30	"
"	11	15	"
"	13	16	"
"	12	30	"
N. W. ½ Carr'k & N. R.	22	50	"
Doncaster	23	40	"
Wexford	24	30	"
Morin.....	25	3¼	"
"	26	5	"
Howard.....	27	24½	"
Pt. of Tp. Ponsonby and Harrington..	28	1½	T. Hindmson.
Assomption River....	90	17¼	T. H. & C. B Cushing.
"	91	17¼	"
"	92	17¼	"
"	93	18	"
"	94	25	"
"	96	35	"
"	97	19	"
Black River	35	13	"
"	36	13	"
"	37	17½	"
"	38	15¼	"
Achigan River.....	38	7½	"
Ducharme River....	40	10½	"
Mackinonge R	41	24¼	"
Assomption Rl.	2	2	"
"	14	27	"





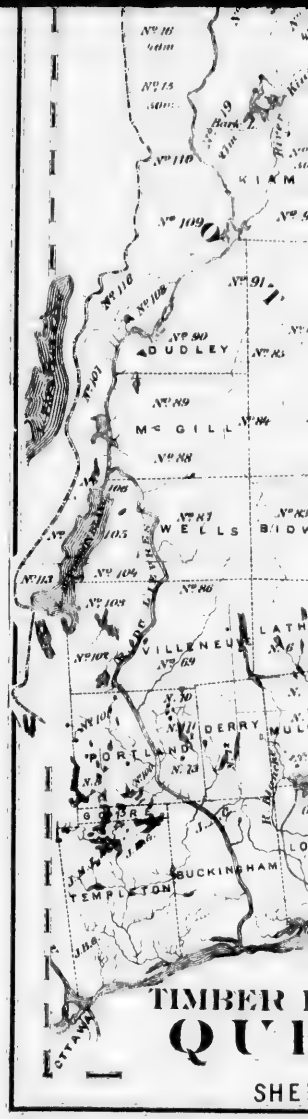
Belle's Agency.

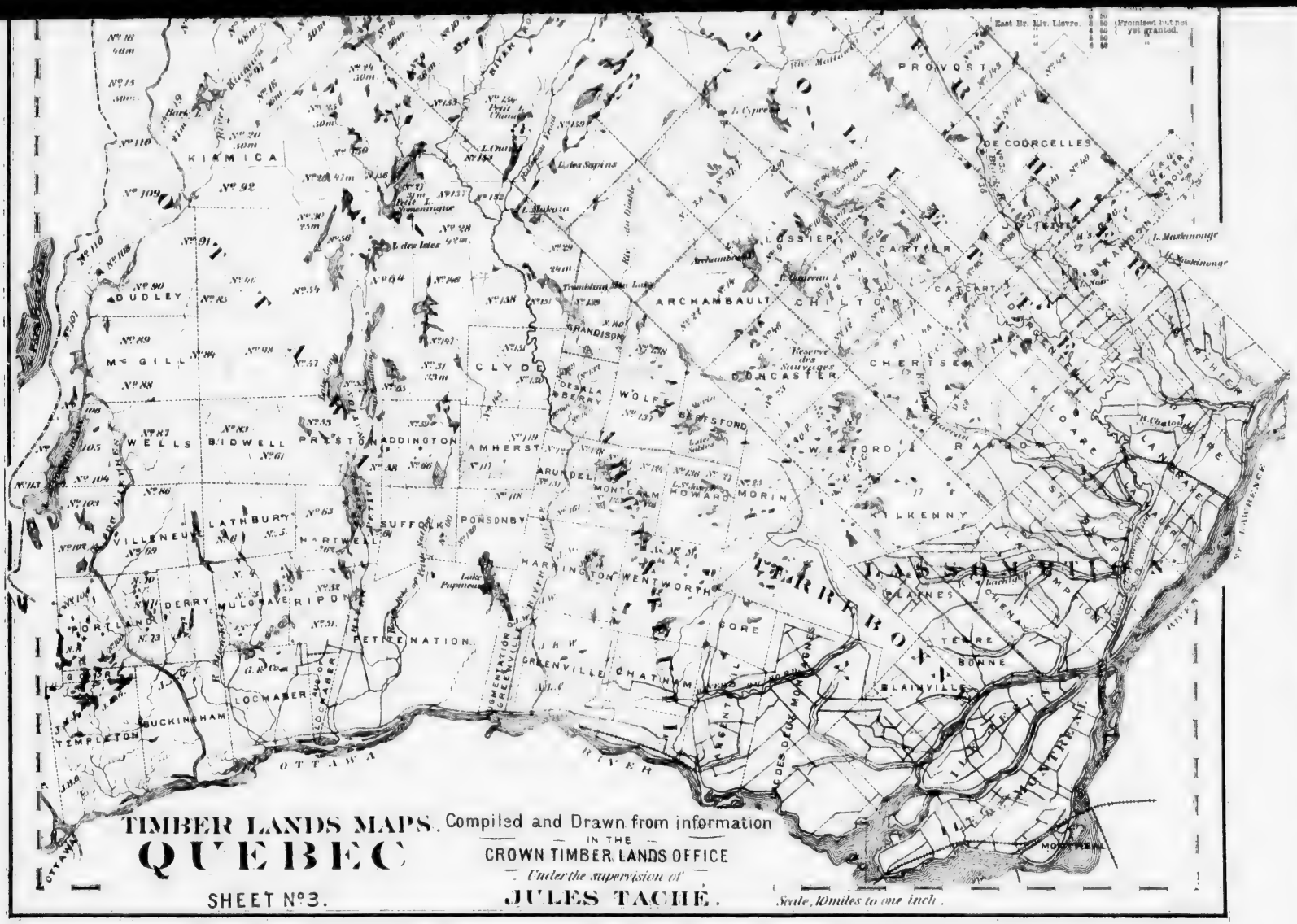
	NO.	SQ. M.	
Part of Tp. Lochaber.	1	4½	Gilmour & Co.
Blanche River	2	26	"
"	3	21½	"
"	4	20	"
"	5	48	"
"	6	25	"
Petite Nation River	51	11	"
"	52	6	"
"	53	50	"
"	54	50	"
"	55	22½	"
"	56	27½	"
"	57	25	"
"	58	26	"
"	59	20	"
"	60	25	"
"	61	20	"
"	62	22½	"
"	63	11½	"
"	64	50	"
"	65	50	"
"	66	18½	"
Blanche River	67	36	"
Tp. of Buckingham	7	1½	J. A. Cameron.
Part of Tp. Portland.	8	17½	H. Thomas, J. Rae
" Wexford.	9	10½	W. H. Parker.
" "	10	3	Assomption
Lacouarreau River	3.8	50	Lumber Co
" Chilton & Wexf'd.	4.9	18	"
" "	13	19	"
Lacouarreau River	14	50	"
"	7	7	"
"	8	23	"
"	9	50	"
"	10	20	"
"	11	15	"
"	12	18	"
"	13	20	"
N.W. ½ Carr'k & N. R.	22	50	"
Doncaster	23	40	"
Wexford	24	30	"
Morin	25	2½	"
"	26	3	"
Howard	27	24½	"
Pt. of Tp. Ponsonby and Harrington	28	1½	T. Higginson
Assomption River	90	17¼	T. H. & C. B Cushing.
"	91	17½	
"	92	17½	"
"	93	18	"
"	94	28	"
"	96	26	"
"	97	19	"
Black River	35	13	"
"	36	13	"
"	37	17½	"
"	38	15½	"
Achigan River	39	7½	"
Ducharme River	40	10½	"
Maskinonge R	42	24½	"
Assomption R.	42	27	"
"	14	37	"

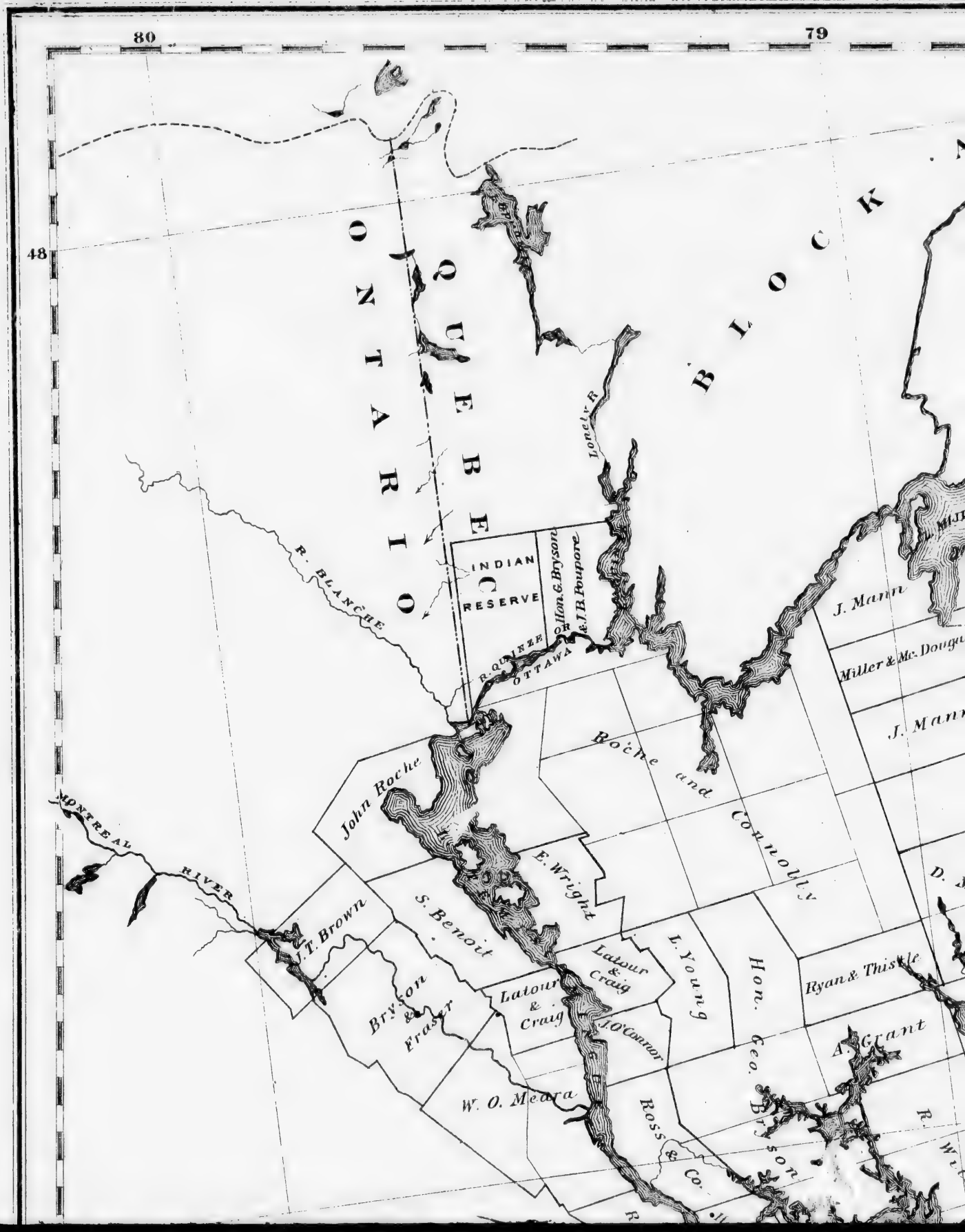
Belle's Agency [Continued].

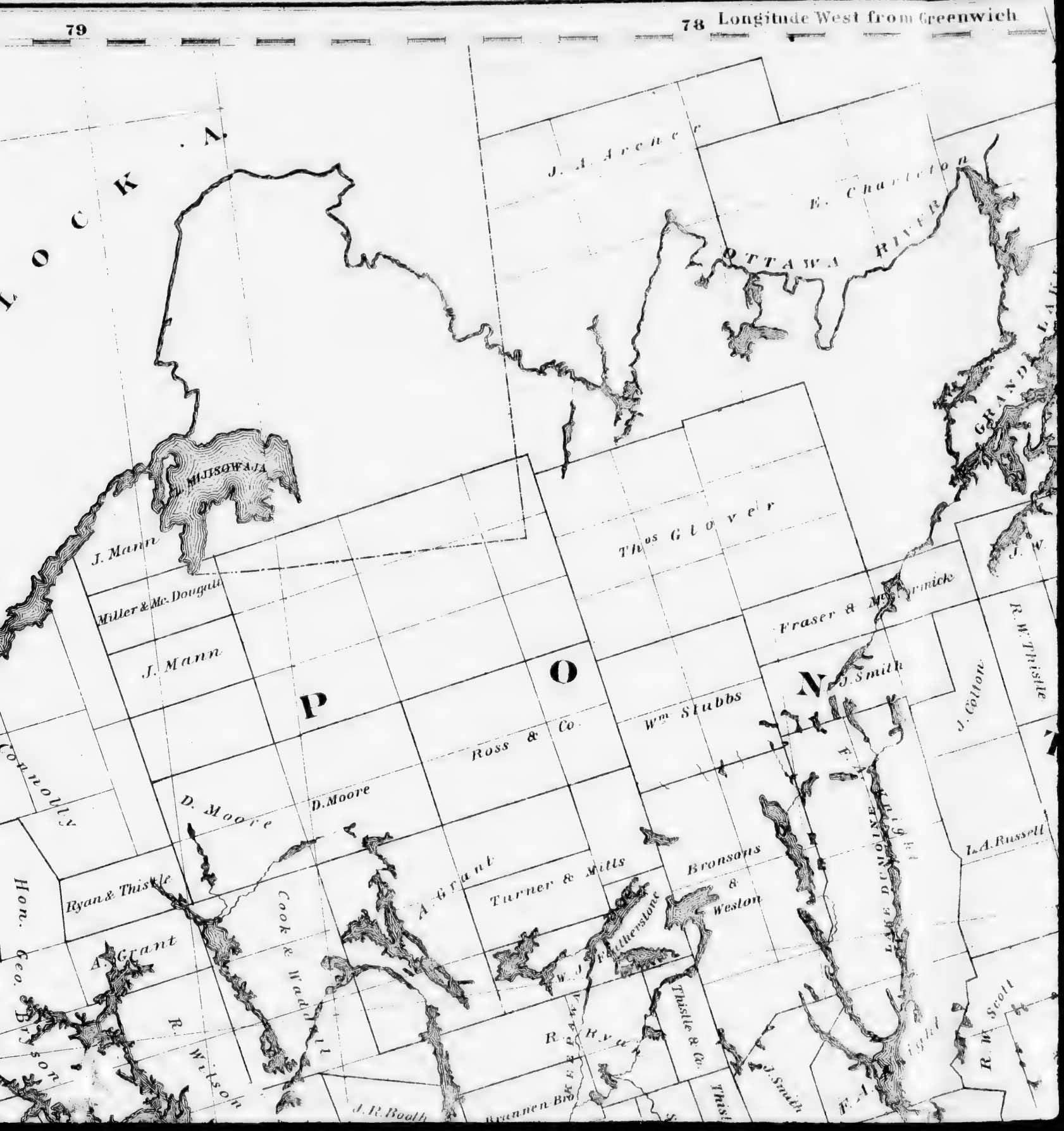
	NO.	SQ. M.	
Lacouarreau River	37.7	50	T. H. & C. B. Cushing.
Doncaster	46	25	
Wexford	47	4	"
Wexford & Chertsey	48	7	"
Wexford	135	16½	"
Maskinonge River	41	12	Heirs of Cb Scallow.
Bull's Riv. & Kilk'n	77	10½	
Brandon	78	8	"
Maskinonge River	49	49	Quiggan & Greaves.
Peterboro' & Brand'n	50	24	
Rawdon & Chertsey.	68	3	D. Trudell
River Lievre	69	39½	T. McLaren & Co.
"	70	21½	"
"	71	19½	"
Derry	72	8	"
River Lievre	73	19½	"
Templeton	74	10½	"
Gore of Templeton	75	8½	"
Templeton	76	3½	"
River Lievre	83	50	"
"	84	50	"
"	85	7½	"
"	86	49½	"
"	87	50	"
"	88	50	"
"	89	50	"
"	90	50	"
"	91	50	"
"	92	50	"
"	93	50	"
"	94	50	"
"	95	50	"
"	96	50	"
"	97	25	"
River Petite Nation	98	50	"
Harrington & Gore	79	8	J. Walker.
"	80	13	"
Augm'n of Grenville.	81	1½	"
Grenville	82	1	E. J. Maxwell & Co
Templeton	99	4	John Brock Grier
River Lievre	100	5½	Thompson & Co
"	101	21½	"
"	102	39	"
"	103	24½	"
"	104	25	"
"	105	37½	"
"	106	15	"
"	107	26	"
"	108	20	"
"	109	46	"
"	110	36	"
"	111	37	"
"	112	50	"
"	113	13	"
"	114	50	"
"	115	47	"
"	116	11½	"
River Petite Nation	117	15	J. K. Ward
Ponsonby	118	23½	"
Amherst	119	24	"
River Petite Nation	120	10	"

	NO.	SQ. M.	
Ponsonby	121	2½	J. K. Ward.
"	122	11½	"
Montcalm	123	12	"
"	124	14	"
Harrington	125	4	"
Montcalm	126	10	"
Arundel	127	12	"
"	128	11	"
Desalaberry	129	4½	"
Amherst and Clyde	130	34	"
Arundel	131	11½	"
Desalaberry	132	18½	"
Grenville	133	1½	"
Wentworth	134	31½	A. McMaster.
Howard	136	24½	John Roche and James Councly
Wolfe	137	50	
Gore of Wolfe	138	24	"
Grandison	139	24	"
"	140	21	"
Montcalm	141	10	"
Maskinonge River	142	30	A. Baptiste.
"	143	25	"
"	144	27	"
Maskinonge Creek.	145	38	Hamilton Bro's
"	146	[illegible]	"
"	147	7½	"
Desalaberry	148	4½	"
"	149	15	"
River Rouge	150	15	"
"	151	25	"
"	152	40	"
"	153	40	"
"	154	38	"
"	155	21	"
"	156	3½	"
"	157	21	"
"	158	24½	"
"	159	27	"
Excess		8	"
"	9	26	J. Ross.
"	10	33	"
"	11	20½	"
"	12	26	"
"	13	38½	"
"	14	36	"
"	15	23	"
"	16	36	"
"	17	50	"
"	18	36	"
"	19	27	"
"	20	50	"
River Kiamica	21	44	Th. Glover
"	22	30	"
"		45	"
"		[illegible]	"
	23	[illegible]	"
River Rouge	24	[illegible]	"
"	25	[illegible]	G[illegible] Geum
"	26	47	"
"	27	31	"
"	28	42	"
"	29	24	"
River la Lievre	16	46	"
"	15	50	"
River Lievre	A	43	J. Wadsworth.
"	B	46	"
"	C	22	"
"	D	43	"
West Br. Riv. Lievre	1	50	J. F. Gaudet.
"	2	50	"
Middle Br. R. Lievre	1	48	"
East Br. Riv. Lievre	1	49	"
"	2	50	"
West Br. Riv. Lievre	3	50	Zenon Quinn
"	4	50	"
"	5	50	Leduc.
	6	50	
"	7	50	Martin & Chevrier
"	8	50	
Middle Br. R. Lievre.	2	50	J. Sharples & Co.
"	3	50	"
"	4	50	"
"	5	50	J. Sharples, Jr.
"	6	50	"
East Br. Riv. Lievre.	3	50	Promised but not yet granted.
"	4	50	
	5	50	"
	6	50	"

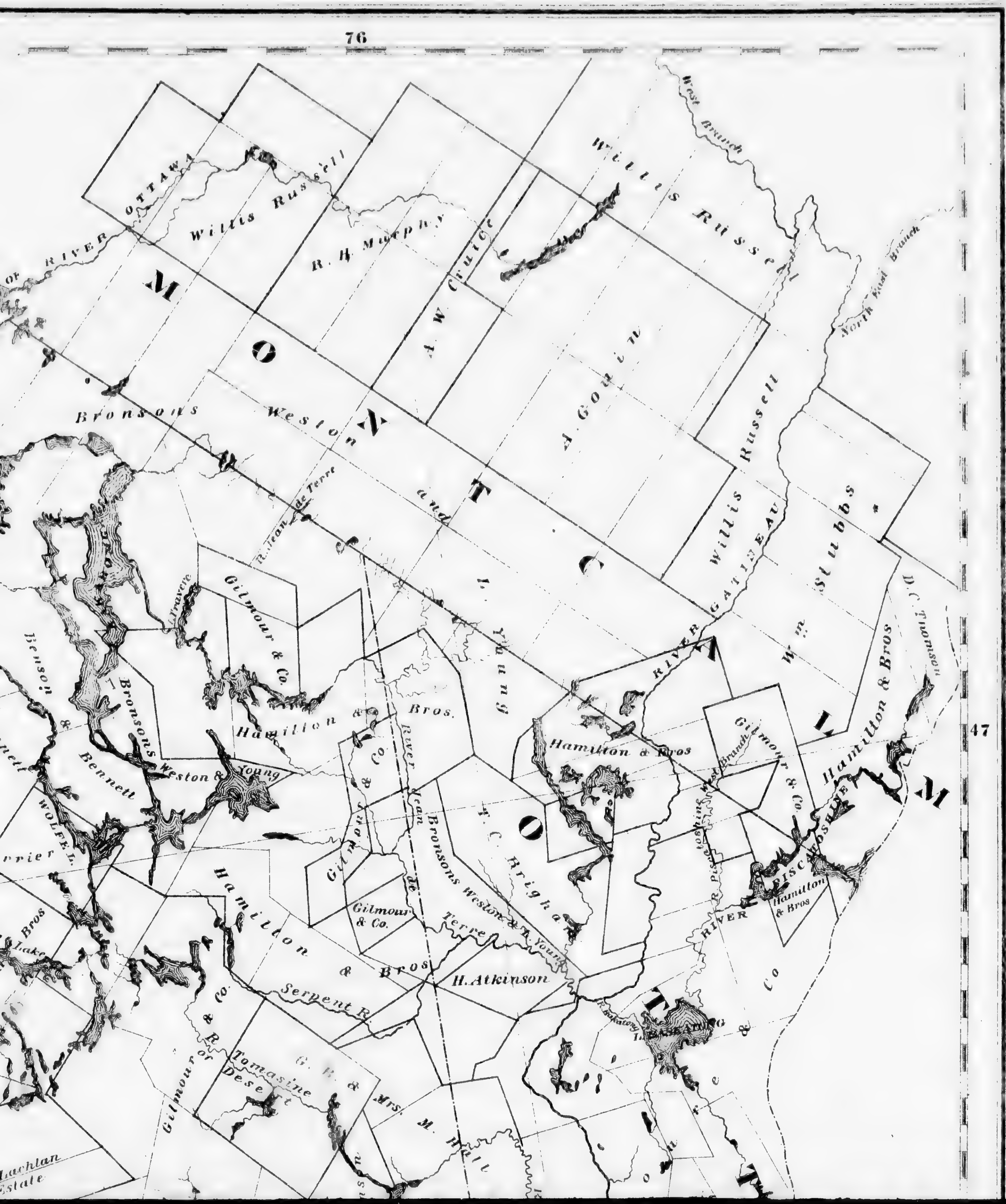

DUDLEY
Mc GILL
WELLS
VILLENEUVE
DERRY
ORLAND
TEMPLETON
BUCKINGHAM
TIMBER
QU
SHE

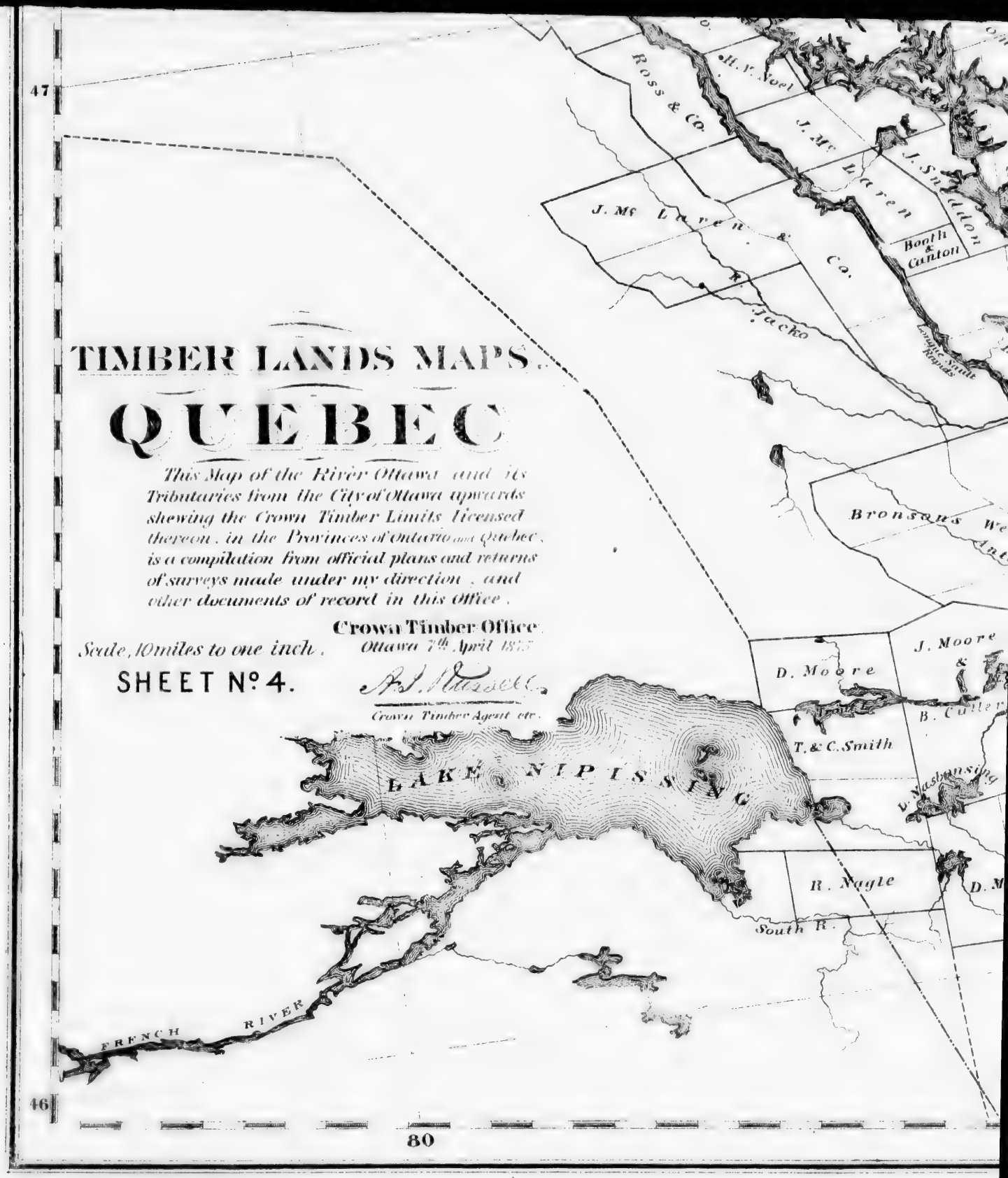

TIMBER LANDS MAPS.
QUEBEC
SHEET No 3.
Compiled and Drawn from information
IN THE
CROWN TIMBER LANDS OFFICE
Under the supervision of
JULES TACHE.
Scale, 10 miles to one inch.
KIKMICA
DUDLEY
McGILL
WELLS
BIDWELL
PRESTON
ADDINGTON
CLYDE
GRANDISON
ARCHAMBAULT
CHILTON
CARTIER
LUSSIER
PROVOST
DE COURCELLES
CHERISEY
DONCASTER
WOLFE
BERTHIER
AMHERST
ARUNDEL
MONTCALM
HOWARD
MORIN
WESTFORD
KILKENNY
LATHBURY
VILLENEUVE
HARTWELL
SUFFOLK
PONSONBY
HARRINGTON
WENTWORTH
TERREBONNE
LABELLE
PORTLAND
MULGRAVE
RIPON
PETTENATION
GREENVILLE
CHATHAM
GORE
BONNE
BLAINVILLE
LOCHABER
BUCKINGHAM
TEMPLETON
OTTAWA
RIVER
ST LAWRENCE
MONTREAL

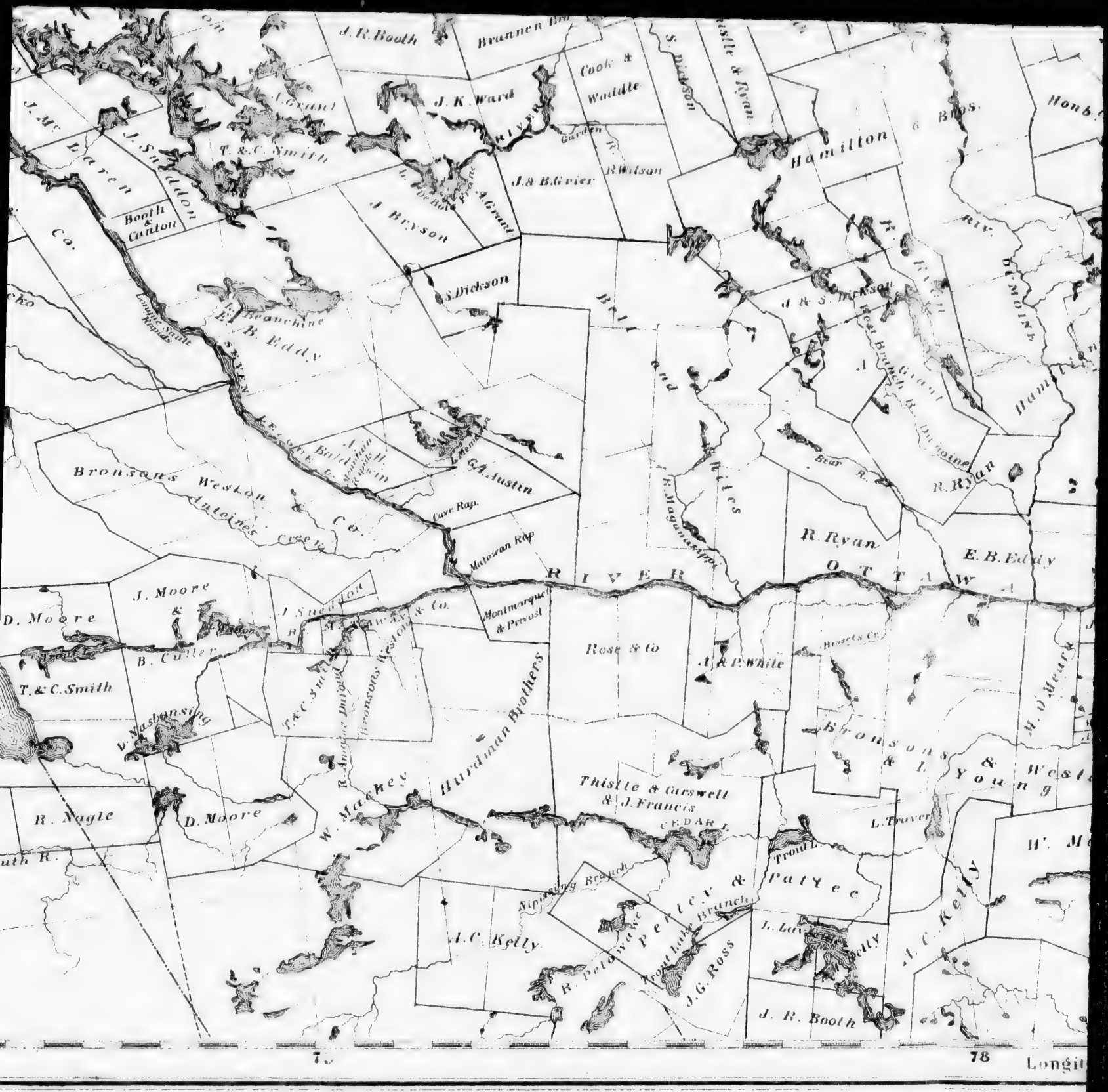

80
79
48
ONTARIO
QUEBEC
BLOCK
Lonely R.
R. BLANCHE
INDIAN RESERVE
Hon. G. Bryson
& J. B. Poupore
R. QUINZE
OTTAWA
J. Mann
Miller & Mc. Dougall
J. Mann
Roche and Connolly
John Roche
MONTREAL RIVER
E. Wright
S. Benoit
J. T. Brown
Bryson & Fraser
Latour & Craig
Latour & Craig
L. Young
Hon. Geo. Bryson
Ryan & Thistle
A. Grant
J. O'Connor
W. O. Meara
Ross & Co.


79
78 Longitude West from Greenwich
J. A. Arcner
E. Charlton
OTTAWA RIVER
GRAND
MUSKOWAJA
J. Mann
Miller & Mc. Dougall
J. Mann
Thos Glover
Fraser & McKinnick
J. W.
R. W. Thistle
J. Cotton
J. Smith
P
O
N
Wm Stubbs
Ross & Co.
Connolly
D. Moore
D. Moore
Ryan & Thistle
Hon. Geo. Bryson
A. Grant
Cook & Waddell
A. Grant
Turner & Mills
Bronsons & Weston
W. J. Rutherstone
L. A. Russell
R. Wilson
R. Ryan
Thistle & Co.
J. Smith
R. W. Scott
J. R. Booth
Brennen Bro.
Thist
F. A.

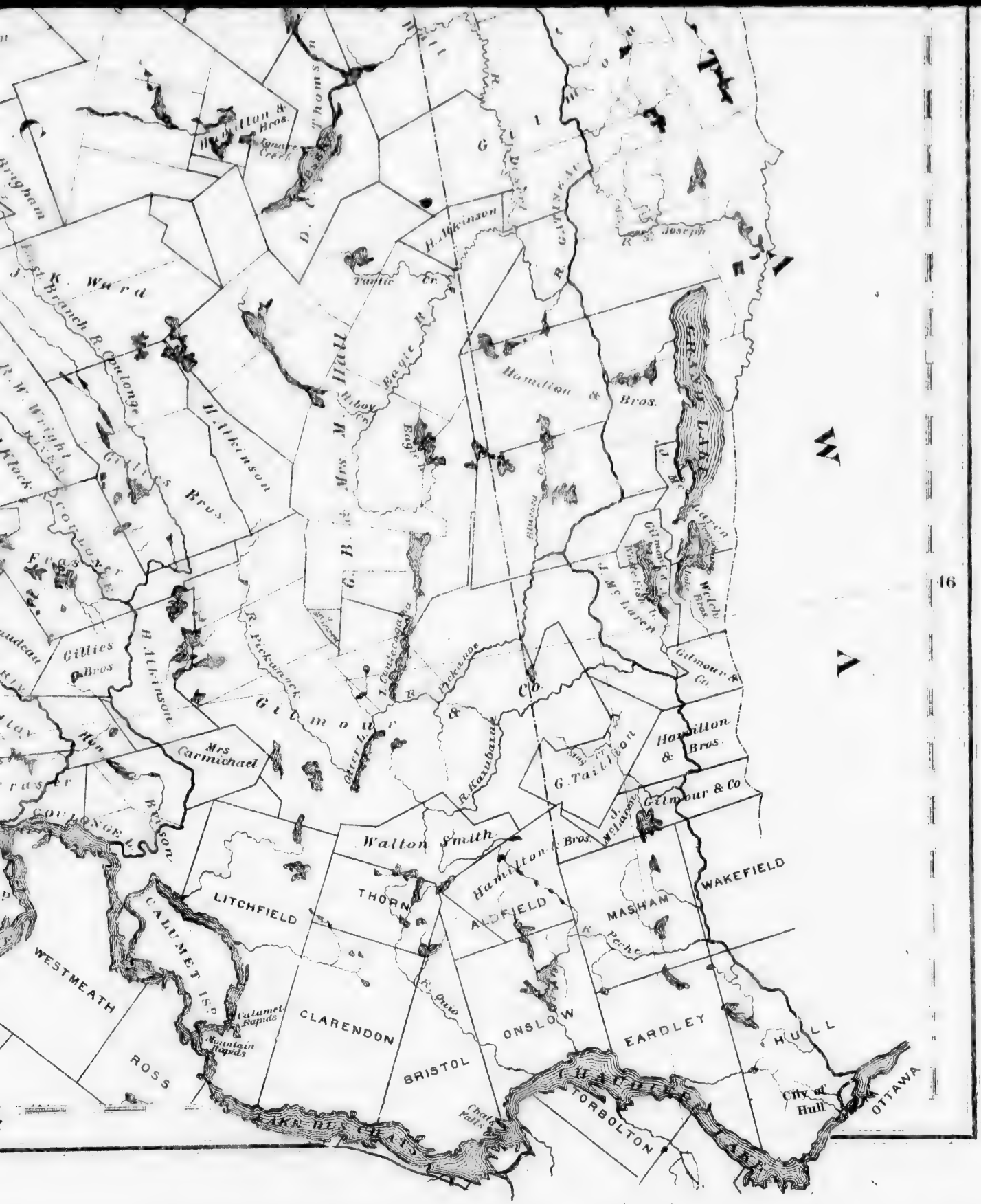
E. Charleton
OTTAWA RIVER
J. B. Forsyth
GRAND LAKE
OTTAWA
EAST BRANCH OF RIVER OTTAWA
Bronsons
Bryson & Fraser
Bryson & Poupore
Poupore & Bryson
J. W. Poupore
Bryson & Mc Cuaig
Fraser & Mc Cormick
Thistle & Co.
Ross & Co
R. W. Thistle
Mrs. Rice
Mc Lachlan Bros.
Benson & Bennett
LADES RAPIDES
Bronsons
Weston &
Bennett
J. Smith
J. Colton
J. R. Bodwell
Barnet & Bannerman
H. V. Noel
W. R. Thistle
J. M. Currier
Island Lake Bros
Hamilton & Bros
J. Mc Intosh
L. A. Russell
J. K. Ward
A. Caldwell
L. Young
Pattee & Perley
R. W. Scott
Alex. Fraser
Mc Lachlan Estate
Gilmour & Co
LAKE DE MOINE
Wright


76
47
RIVER OTTAWA
Willis Russell
R. H. Murphy
A. W. Cruice
Willis Russell
West Branch
North East Branch
M
O
N
T
C
A
L
M
A. Gouin
Willis Russell
Willis Russell
Wm Stubbs
D. C. Thomson
Bronsons
Weston
and
Young
R. Jean de Terre
Gilmour & Co.
Benson
Bronsons
Bennett
Weston & Young
Hamilton & Bros.
Gilmour & Co.
River Jean de Terre
Bronsons Weston & Young
T. C. Brigham
Hamilton & Bros
RIVER GATINEAU
Gilmour & Co.
Hamilton & Bros
Hamilton & Bros
Gilmour & Co.
Hamilton & Bros
Serpent R.
H. Atkinson
Gilmour & Co.
Tomasine
Desert
G. B. & Mrs. M. Hall
Gilmour & Co
RIVER
WOLFE L.
Estate


TIMBER LANDS MAPS.
QUEBEC
This Map of the River Ottawa and its Tributaries from the City of Ottawa upwards shewing the Crown Timber Limits licensed thereon, in the Provinces of Ontario and Quebec, is a compilation from official plans and returns of surveys made under my direction, and other documents of record in this Office.
Crown Timber Office
Ottawa 7th April 1875
Scale, 10 miles to one inch.
SHEET No. 4.
Crown Timber Agent etc.
47
46
Ross & Co.
H. V. Noel
J. Mc Laren
J. Shaddon
J. Mc Laren & Co.
Booth & Canton
Jacko
Bronsons
D. Moore
J. Moore
T. & C. Smith
LAKE NIPISSING
L. Nashansing
R. Nagle
South R.
FRENCH RIVER


J. R. Booth
Brannen Bro.
Cook & Waddle
J. K. Ward
S. Dickson
Castle & Ryan
Hamilton
Bros.
Hon. b.
J. Grant
J. Sheddon
T. & C. Smith
Garden R.
R. Wilson
J. & B. Grier
A. Grant
J. Bryson
Booth & Canton
Co.
S. Dickson
J. & S. Dickson
West Branch
R. Ryan
E. Beauchine
B. Eddy
Lowrie Sault Rapids
Bald Mountain Rapids
L. Hemlock
G. A. Austin
Bronsons Weston & Co.
Antoines Creek
Cave Rap.
Malawan Rap
R. Magaunaseppi
Bear R.
R. Ryan
E. B. Eddy
RIVER
OTTAWA
J. Moore
D. Moore
J. Sheddon
Montmarque & Prevost
Rose & Co
A. & P. White
Hosset's Co.
B. Cutler
T. & C. Smith
L. Nasbonsing
R. Amiquet Dupuis
Bronsons Weston & Co.
Hurdman Brothers
W. Mackey
Thistle & Carswell & J. Francis
CEDAR L.
Bronsons & Young
M. O'Meara
R. Nagle
D. Moore
L. Travers
Trout L.
Patyee
Nipissing Branch
Trout Lake Branch
L. Lake
A. C. Kelly
R. Petawawa
J. G. Ross
J. R. Booth
78
Longit

Mc Lachlan Estate
J. R. Booth
T. C. Brigham
Hon. Geo. Bryson
A. Caldwell
A. Fraser
Hamilton & Bros.
Gillies Bros.
J. K. Ward
East Branch R. Coulonge
R. W. Wright
R. H. & J. Klock
Thos. Thibaudeau
Allen Fraser
ST PATRICK
BLACK RIV.
Hamilton & Bros
H. Mc Lean
Bronsons & Weston
O. Latour
R. Ryan
E. B. Eddy
OTTAWA
J. Sneddon
J. Findlay
J. R. Booth
W. O. Meara
J. Moore
A. Fraser
DEEP RIVER
Bryson & Fraser
W. Findlay
Gillies Bros
H. Atkinson
M. O'Meara
W. R. Thistle
A. Fraser
Bronsons & Weston
Young
Mrs. Supple
R. PETAWAWE
Thistle & Rowan
Mrs. M. Supple
J. Lachie
J. K. Booth
A. Fraser
COULONGE
ALUMETTE
L. Travers
W. Moore
South Branch
T. McVeigh
E. B. Eddy
J. Dunlop
INDIAN RIVER
C. O. Kelly
A. C. Kelly
McDonell
R. White
STAFFORD
WESTMEATH
ROSS
CALUMET Isp.
Lake Doré
78
Longitude West from Greenwich
77


W
V
46
Brighton
J. K. Ward
Branch R.
Outlonge
R. W. Wright
Klock
Frost
Gillies Bros.
H. Atkinson
Gillies Bros.
H. Atkinson
Mrs. M. Hall
Eagle R.
Hibox Cr.
Fog
Pantic Cr.
H. Atkinson
R. Gatineau
R. St. Joseph
Hamilton & Bros.
GRAND LAKE
J. McLaren
Gilmour & Co.
Welch Bros.
Gilmour & Co.
J. McLaren
Wild Fish R.
Gilmour & Co.
Gilmour & Co.
Hamilton & Bros.
G. Taillon
J. McLaren
Gilmour & Co.
Hamilton & Bros.
Walton Smith
Hamilton & Bros.
Mrs. Carmichael
R. Pickanock
Chierlaw
R. Pickanock
R. Kaubaux
Gillies Bros.
H. Atkinson
Gudeau
Fraser
COULONGE
Brison
WESTMEATH
ROSS
CALUMET ISD.
Calumet Rapids
Mountain Rapids
LITCHFIELD
CLARENDON
THORN
ALDFIELD
BRISTOL
ONSLOW
MASHAM
EARDLEY
WAKEFIELD
HULL
OTTAWA
City of Hull
CHAUDIERE
TORBOLTON
Chats Falls
LAKE DES CHATS
R. Ouio
R. Peche

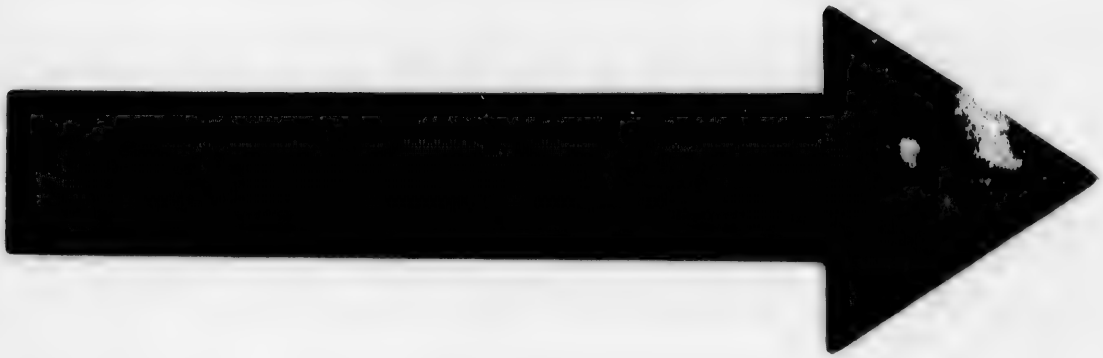
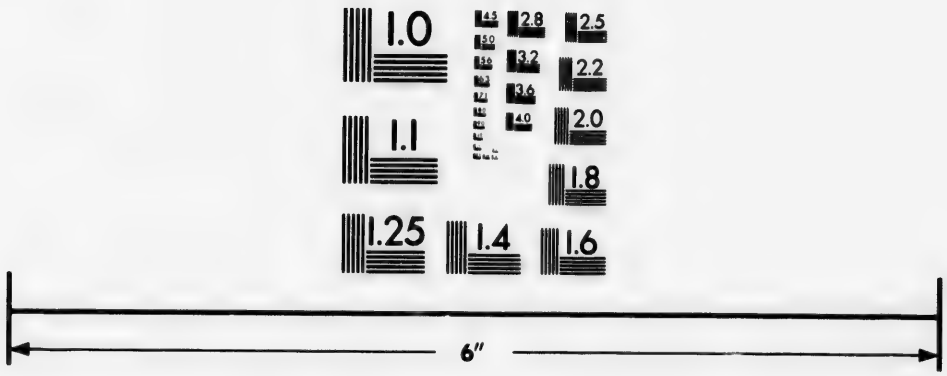


IMAGE EVALUATION
TEST TARGET (MT-3)

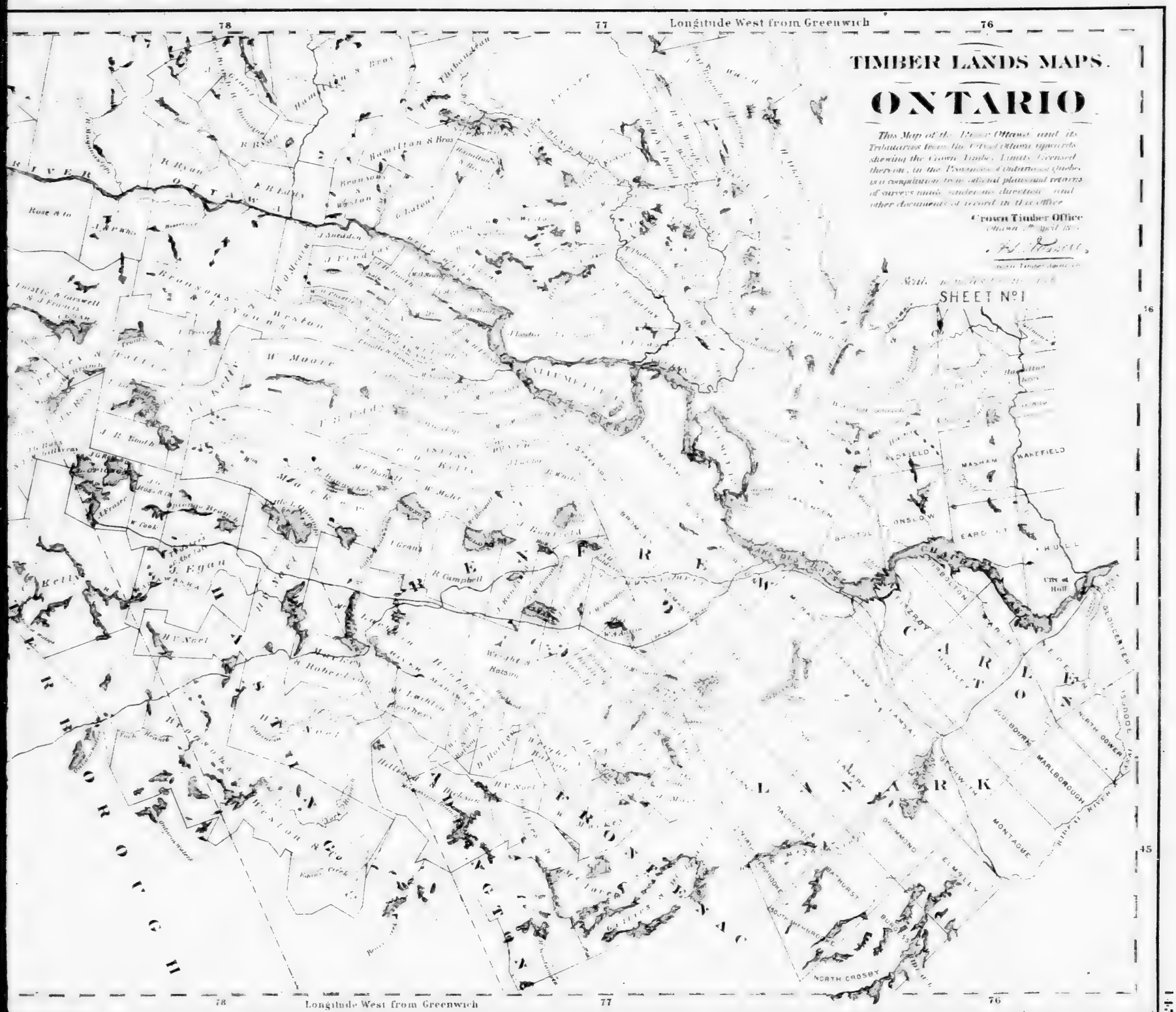


Photographic
Sciences
Corporation

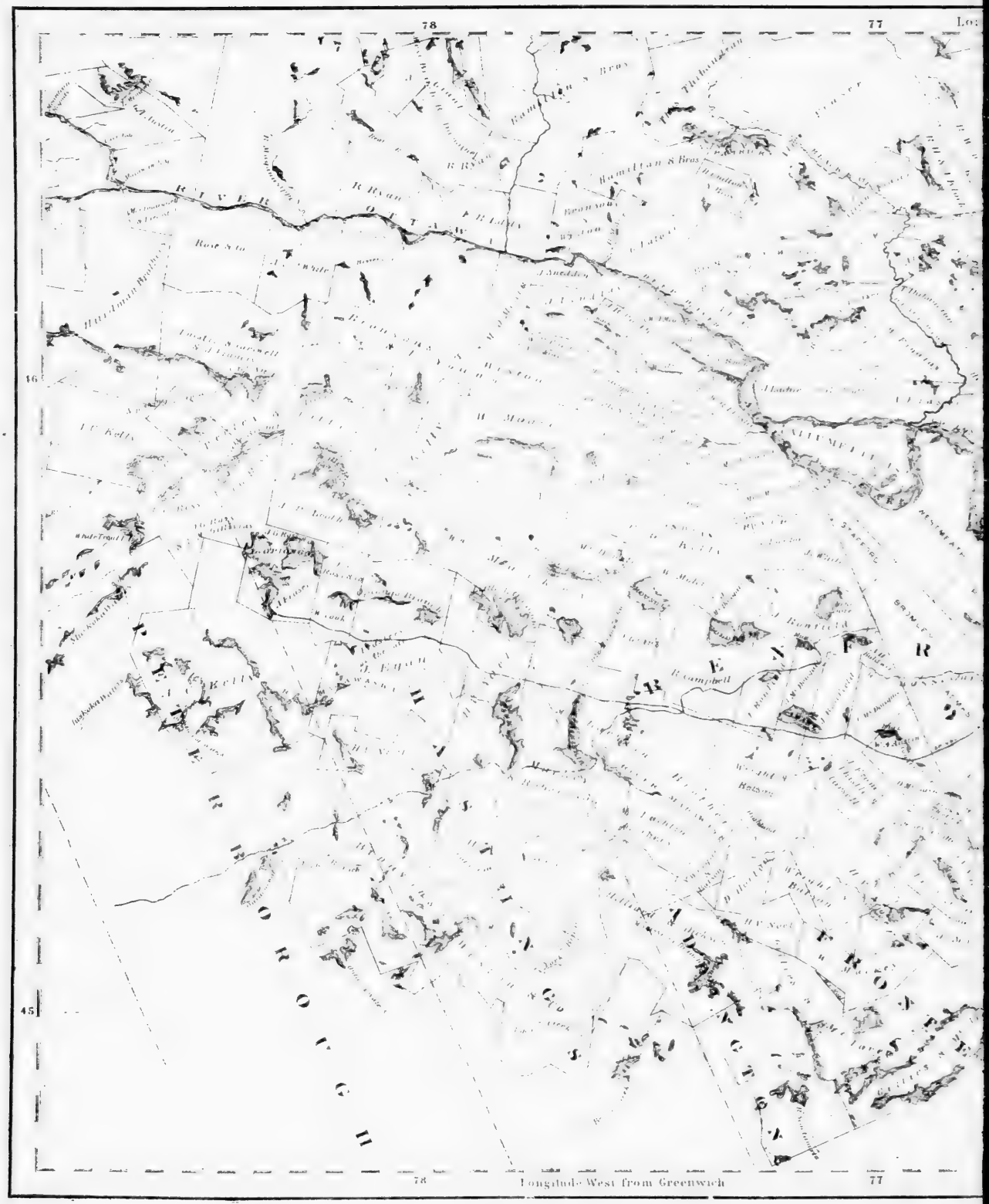
23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503

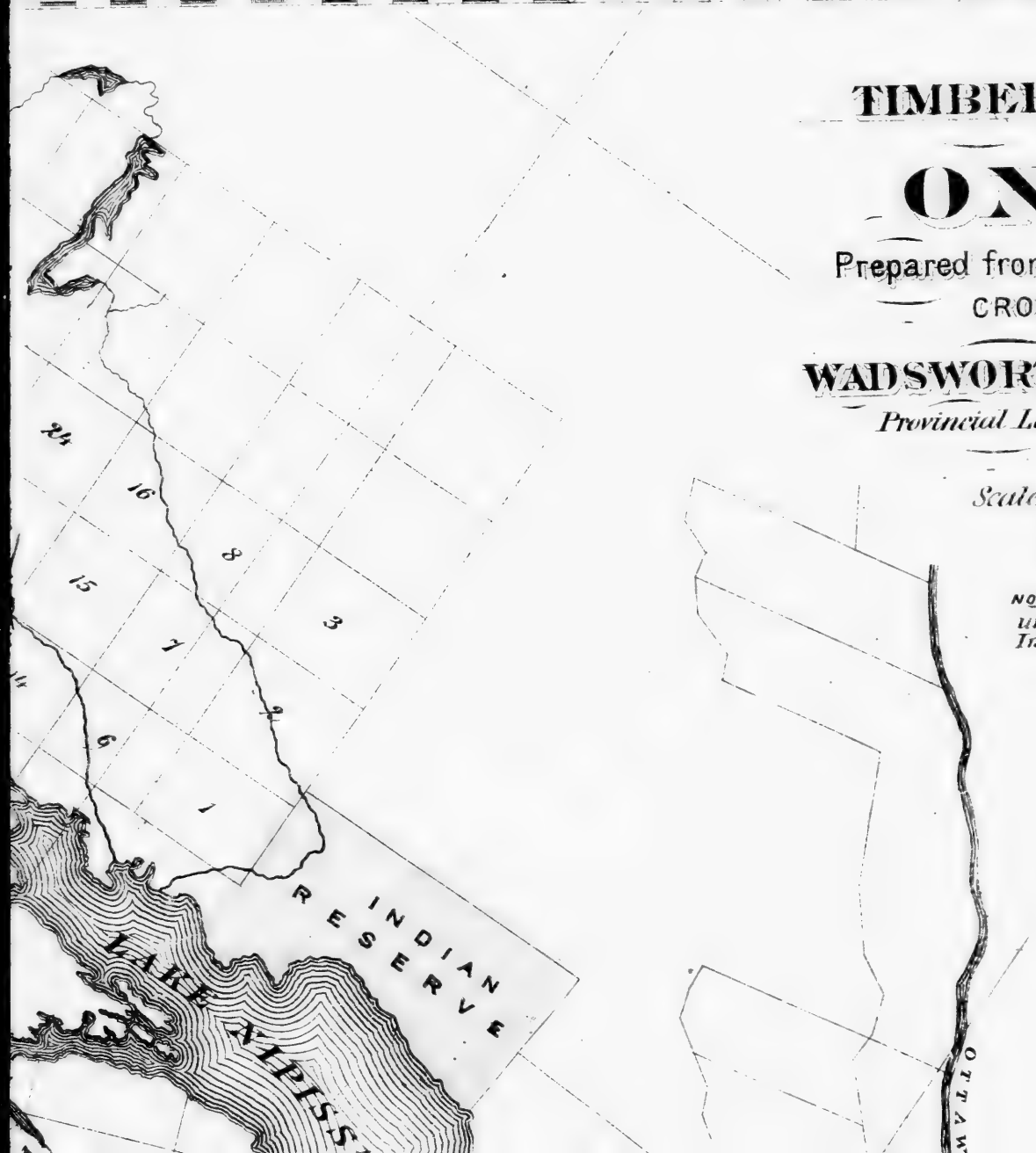
2.8
2.5
2.2
2.0
1.8
1.6
1.1
1.0

78
77
Longitude West from Greenwich
76
TIMBER LANDS MAPS.
ONTARIO
This Map of the River Ottawa and its
Tributaries from the City of Ottawa upwards
shewing the Crown Timber Limits licensed
thereon, in the Provinces of Ontario and Quebec
Hamilton & Bros
Thibaudeau
R Ryan
Hamilton & Bros
Hamilton & Bros
Ward


Longitude West from Greenwich
78
77
76
TIMBER LANDS MAPS.
ONTARIO
This Map of the River Ottawa and its Tributaries from the Great Ottawa upwards shewing the Crown Timber Limits licensed thereon, in the Provinces d'Ontario & Quebec is a compilation from official plans and returns of surveys made under the direction and other documents of record in this office
Crown Timber Office
SHEET No. 1
RIVER OTTAWA
Longitude West from Greenwich
78
77
76

77
78


78
77
46
45
Longitude West from Greenwich



TIMBER LANDS MAPS.

ONTARIO

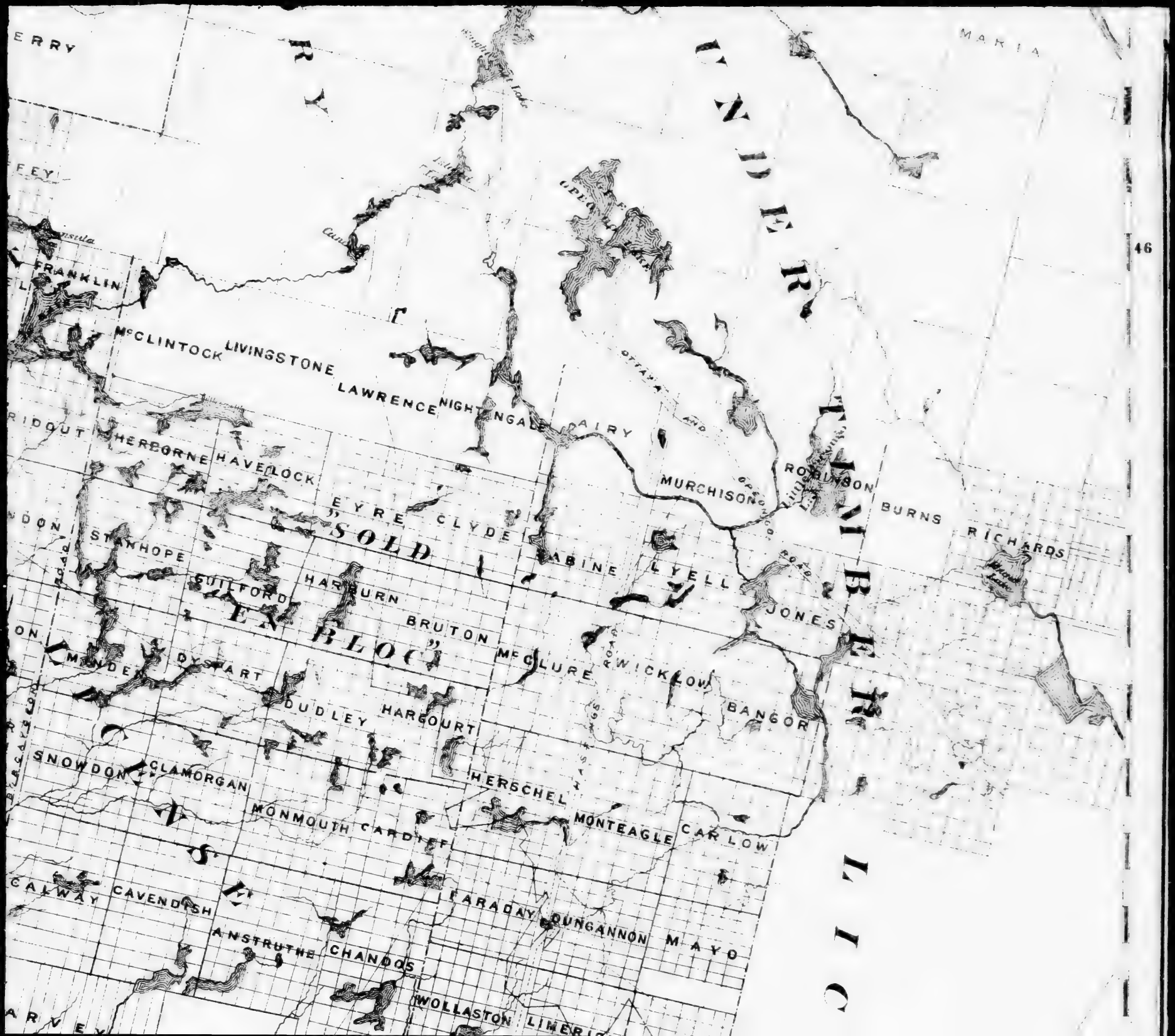
Prepared from information obtained in the
CROWN LANDS OFFICE
BY
WADSWORTH, UNWIN & BROWNE
Provincial Land Surveyors & Draughtsmen.
TORONTO.

Scale, 10 miles to one inch.

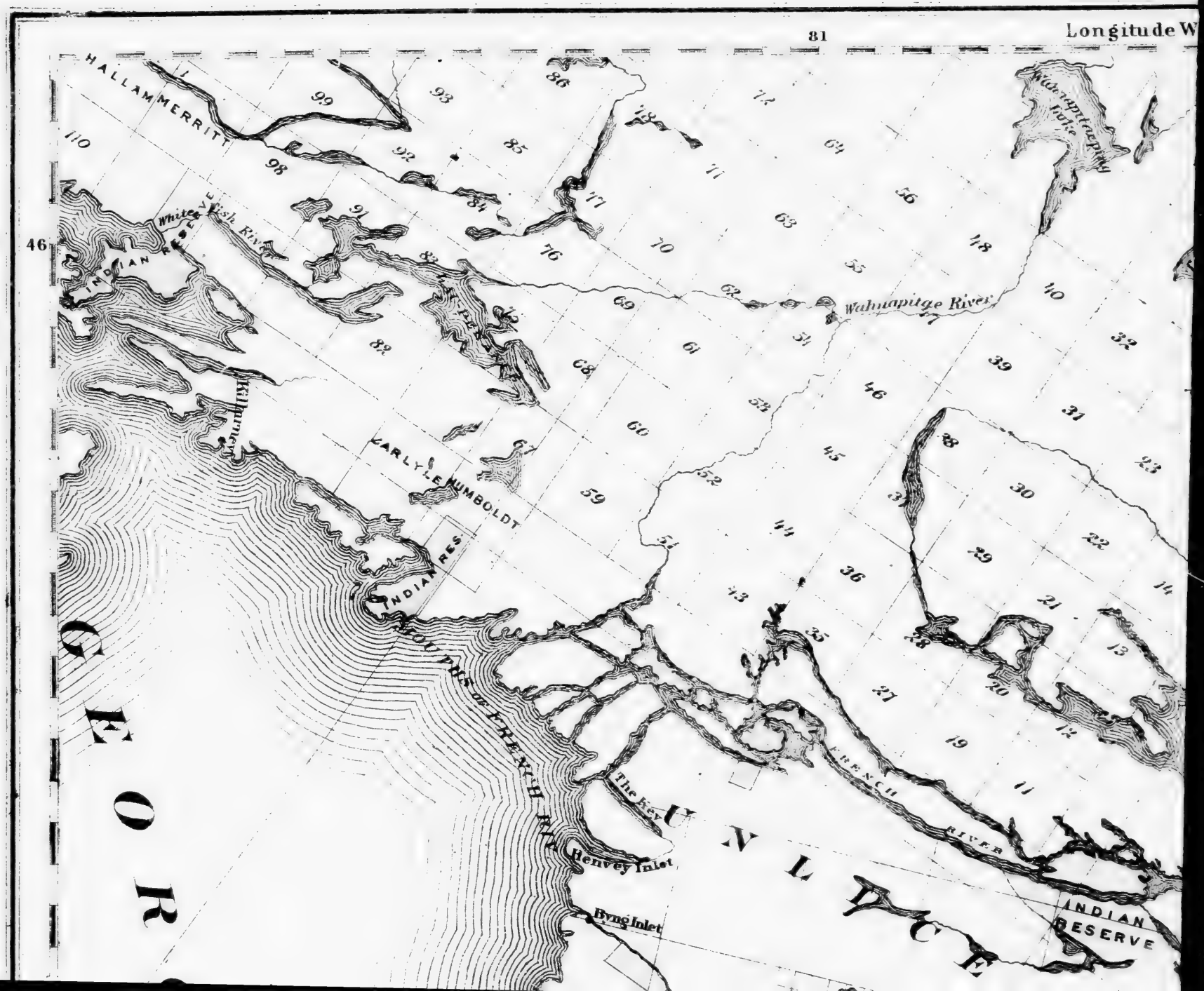
SHEET Nº2.

NOTE *Licensed Territory colored Pink*
unlicensed Yellow
Indian Reserves Green.

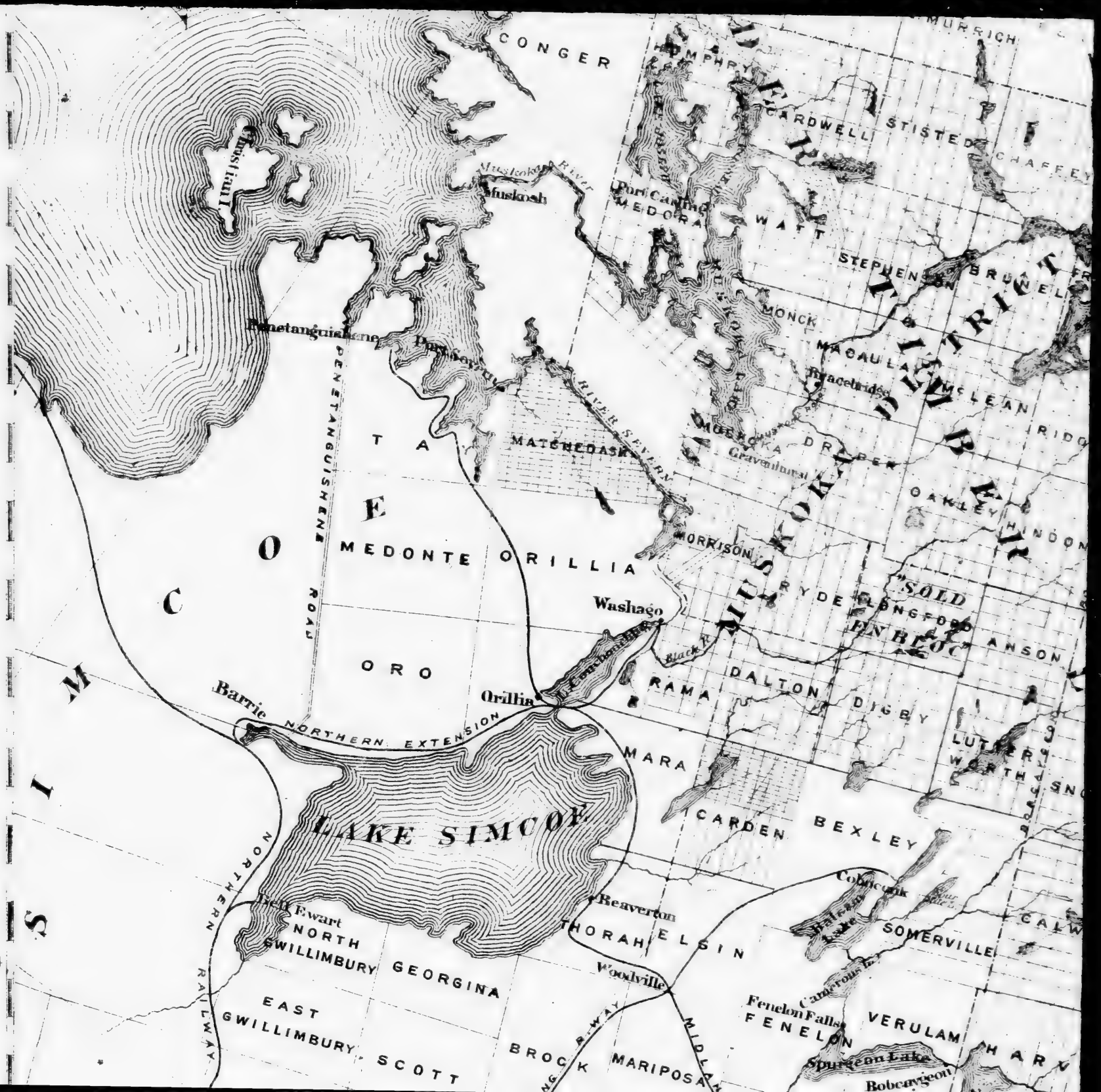
CLARA
MARIA
OTTAWA RIVER
Madawaska River
Cedar Lake
TERRITORY
UNDE
OPEOWA
Wright Lake
Island
INDIAN RESERVE
LAKE NIPISSING
TERRITORY
DISTRICT
Creek

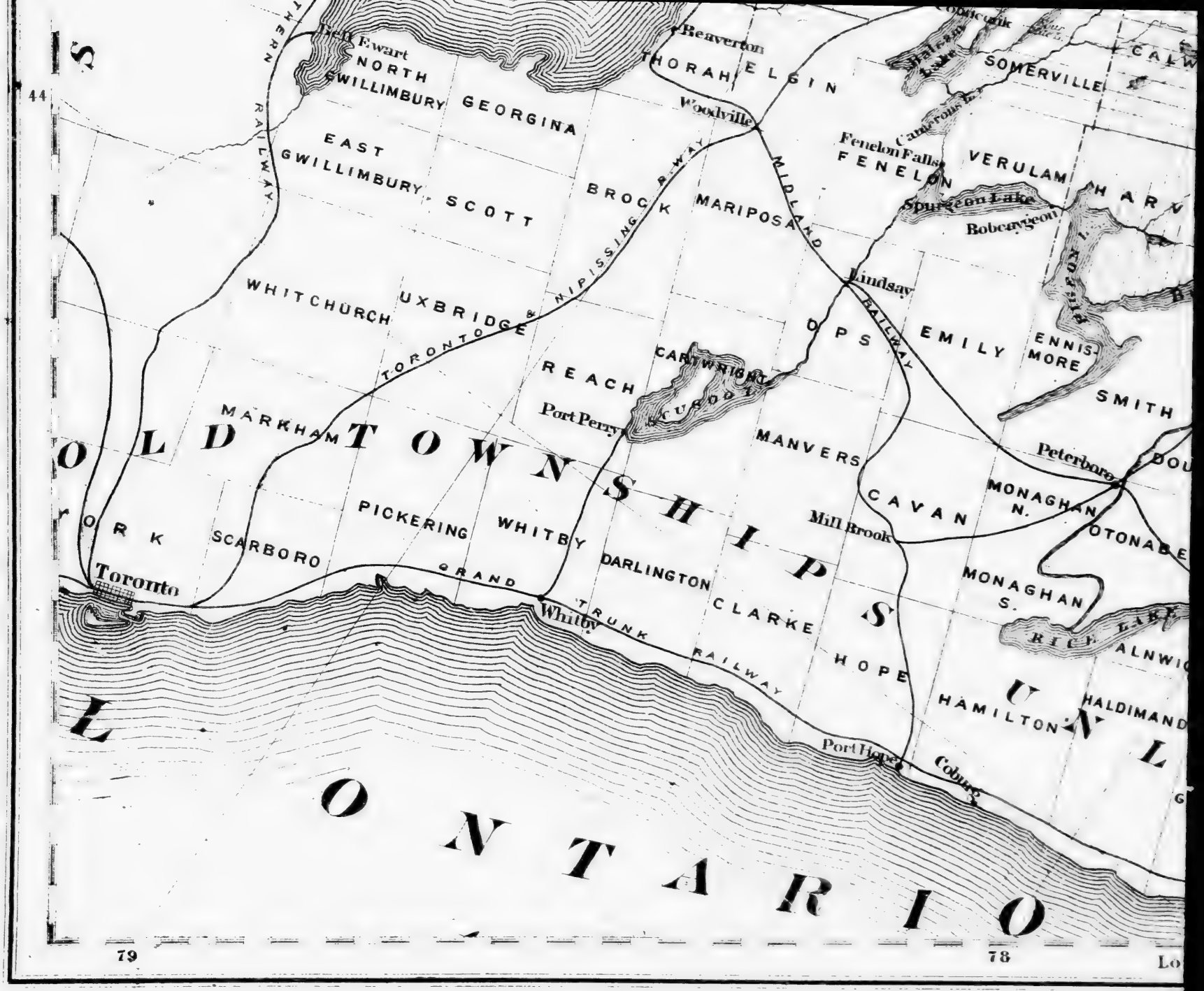

ERRY
MARIA
FEY
FRANKLIN
McCLINTOCK
LIVINGSTONE
LAWRENCE
NIGHTINGALE
DAIRY
RIDOUT
HERBORNE
HAVELOCK
EYRE
CLYDE
MURCHISON
ROBINSON
BURNS
RICHARDS
DON
STANHOPE
"SOLD EN BLOC"
SABINE
LYELL
GUILFORD
HARBURN
JONES
BRUTON
McCLURE
WICKLOW
ON
MENDIP
DYSART
DUDLEY
HARGOURT
BANGOR
SNOWDON
GLAMORGAN
HERSCHEL
MONMOUTH
CARDIFF
MONTEAGLE
CARLOW
CALWAY
CAVENDISH
FARADAY
DUNGANNON
MAYO
ANSTRUTHER
CHANDOS
WOLLASTON
LIMERIC
ARVEY

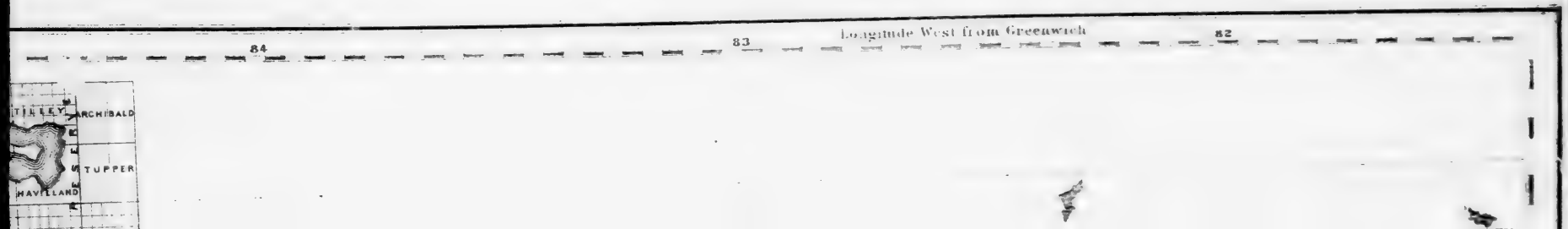
CARLOW
CALWAY
CAVENDISH
FARADAY
DUNGANNON
MAYO
ANSTRUTHER
CHANDOS
WOLLASTON
LIMERICK
CASHEL
ARVEY
BURLEIGH
METHUEN
LAKE
TUDOR
GRIMS
THORPE
Lakefield
DUMMER
DOURO
BELMONT
MARMORA
MADOC
ELZEVIR
ASPHODEL
SEYMOUR
PERCY
RAWDON
HUNTINGDON
GRAMAHE
BRIGHTON
MURRAY
SIDNEY
THURLOW
Trenton
Belleville
LICENSED
45
77
Longitude West from Greenwich


Longitude W
81
46
HALLAMMERRITT
INDIAN RES
White Fish River
Killarney
CARLYLE HUMBOLDT
INDIAN RES
MOUTHS OF FRENCH RIVER
The Key
Henvey Inlet
Byng Inlet
Wahnapitage River
Wahnapitaeppiny Lake
FRENCH RIVER
INDIAN RESERVE
GEORGIAN BAY
UNLYCE

INDIAN RESERVE
WILSON
McKENZIE
FERRIE
CHAPMAN
RYERSON
McMURRICH
STISTED
CHAP
STEPHENSON
BROWN
WATERBRIDGE
Magnetewan River
HAGERMAN
CRO
McKELLAR
SPENCE
MONTEITH
CRISTIE
CARDWELL
WALT
FERGUSON
DOUGALL
SOUND
FOLE
CONGER
COWPER
PERRY
Perry Sound
Port Carling
MEDORA
Muskoka River
Muskoka
The Key
Henvey Inlet
Byng Inlet
Christian I.
ORGIAN BAY


CONGER
MURRICH
HUMPHRY
CARDWELL
STISTED
CHAFFEY
Musquash River
Musquash
Port Carling
MEDORA
WATT
STEPHENSON
BRUNEL
MONCK
MACAULAY
McLEAN
Bracebridge
MUSKOKA
DRAPER
Gravenhurst
OAKLEY
HINDON
Penetanguishene
Port Severn
RIVER SEVERN
MATCHEDASH
T A
E
O
C
M
S
I
MEDONTE
ORILLIA
MORRISON
RYDE
LONGFORD
"SOLD EN BLOC"
ANSON
Washago
Black R.
ORO
Orillia
L. Couchiching
RAMA
DALTON
DIGBY
Barrie
NORTHERN EXTENSION
PENETANGUISHENE ROAD
MARA
LUTTERWORTH
LAKE SIMCOE
CARDEN
BEXLEY
NORTHERN RAILWAY
Bell Ewart
NORTH GWILLIMBURY
Beaverton
THORAH
ELGIN
Coboconk
Balsam Lake
SOMERVILLE
CALW
GEORGINA
Woodville
EAST GWILLIMBURY
SCOTT
BROCK
MARIPOSA
MIDLAND RAILWAY
Fenelon Falls
FENELON
Cameron L.
VERULAM
Spurgeon Lake
Bobcaygeon
HARV


44
79
78
Lo
Ewart
NORTH GWILLIMBURY
GEORGINA
EAST GWILLIMBURY
SCOTT
WHITCHURCH
UXBRIDGE
BROCK
MARIPOSA
THORAH
ELGIN
Beaverton
Woodville
Fenelon Falls
FENELON
VERULAM
SOMERVILLE
Cameron's L.
Balsam Lake
Sturgeon Lake
Bobcaygeon
Lindsay
OPS
EMILY
ENNISMORE
SMITH
CARTWRIGHT
REACH
Port Perry
MANVERS
Peterboro
MONAGHAN N.
CAVAN
Mill Brook
OTONABEE
MONAGHAN S.
MARKHAM
PICKERING
WHITBY
DARLINGTON
CLARKE
HOPE
HAMILTON
HALDIMAND
Toronto
SCARBORO
Whitby
Port Hope
Cobourg
RICE LAKE
ALNWICK
TORONTO & NIPISSING R'WAY
MIDLAND RAILWAY
GRAND TRUNK RAILWAY
OLD TOWNSHIPS
ONTARIO


84
83
Longitude West from Greenwich
82
ARCHIBALD
STUPPER
HAVELLAND

Longitude West from Greenwich
84
83
82
ARCHIBALD
TUPPER
HAVELLAND
FENWICK
VAN
QUENNET
JARVIS
ANDERSON
CHESLEY
AWARES
FATHER
Garden River
INDIAN
South St Mary
Sugar Island
LAKE GEORGE
MACDONALD RESERVE
ALGOMA
ROSE
LEFROY
LIVINGSTONE
RATTON
WESTEN
Spanish River
TENNYSON
GOETH
SHAKESPEARE
BALDWIN
Blue Mines
BRIGHT
THOMPSON
GORDEN
SPRAGGE
LEWIS
SALTER
MAY
HALLAM
MERRITT
INDIAN RESERVE
ALBERT
MUD LAKE
St Josephs Island
STATES
Drummond Island
Cockburn Id
Barrie I.
Gargantua Id
Cloche Id
GRAND
MANITOULIN ISLAND
Proposed Road
LAKE HURON
BER LANDS MAPS.
ONTARIO
d from information obtained in the
CROWN LANDS OFFICE
BY
VORTH, UNWIN & BROWNE
ucial Land Surveyors & Draughtsmen.
TORONTO.
Scale. 10 miles to one inch.
SHEET Nº3.
NOTE Licensed Territory coloured Pink
unlicensed Yellow
Indian Reserves Green

84
83
PALMER
FISHER
TILLEY
ARCHIBALD
TUPPER
LEY
HAVILLAND
FENWICK
VAN
OUGHNET

84
83
PALMER
FISHER
TILLEY
ARCHIBALD
TUPPER
LEY
MAVILLAND
FENWICK
VAN
QUIGNET
PENNE
FATHER
AWARES
JARVIS
ANDERSON
CHESLEY
DENNIS
INDIAN
Sault St Marie
BOUNDARY LINE
Sault St Marie
Sugar Island
LAKE GEORGE
MALOOSE
INDIAN RESERVE
ROSE
THOMPSON
GODDEN
St Joseph's Island
UNITED STATES
46
Drummond Island
Cockburn Id
GRANT
LAKE
TIMBER LANDS MAPS.
ONTARIO
Prepared from information obtained in the
CROWN LANDS OFFICE
BY
WADSWORTH, UNWIN & BROWNE
Provincial Land Surveyors & Draughtsmen
TORONTO.
Scale 10 miles to one inch
SHEET No 3.
NOTE Licensed Territory coloured Pink
unlicensed Yellow
Indian Reserves Green
84
83
Longi

PRINC

MONT

CHIEF O

Mayor ..... W
City Recorder
City Clerk
City Treasurer
City Surveyor
Chief of Police
Superintendent of Water Works
City Auditor
Chief Engineer of Fire Department
Inspector of Buildings
City Attorneys,
City Notaries,

Advertisin

RAILWAY AND N ING COMPANY E. Foster, Pre Secretary and

ADVO

KERR, LAMB & C Xavier
ARNOLD, TAIT Hospital.
CROSS, LUNN, D Merchants'
CARTER & KELL
MONK & BUTTER
BERNARD DEAU
DOUTRE & BUT cois Xavier
GILMAN & HOLT
A. & W. ROBER
PERKINS & McM
ARCHAMBAULT St. Vincent.
LORANGER & LO
JOHN C. HATTO
LAFLAMME, H LAFLAMME.
JUDAH & WURT
RICHIE, MORRIS
CASSIDY, LACOS Craig.

Agricultu

JOHN SMITH...
JOSEPH THIBS College.

APOT

KENNETH CA James.
E. MUIR, Cor. Dame.
JOHN GARDNE
JOHN LEWIS & ciation Bu

ARC

GEORGE BROW
HOPKINS & W
W. T. THOMA
WM. H. HODS
A. F. DUNLOP
ALEXANDER
D. S. R. MAS
MALHOIT & C
RAZA & LAUR

AUC

HENRY J. SH

IRON

G. SCOTT & C

THE

PRINCIPAL OFFICIAL, PROFESSIONAL, AND BUSINESS MEN

OF

CANADA.

MONTREAL.

CHIEF OFFICIALS
1875

Mayor ....W. H. Hingston, M.D.
City Recorder....John P. Saxton
City Clerk ......Chas. Glackmeyer
City Treasurer....James F. D. Black
City Surveyor ...P. MacQuisten
Chief of Police ...F. W. L. Penton
Superintendent of Water Works ..Louis Lesage
City Auditor......William Robb
Chief Engineer of Fire Departm't ..A. Bertram
Inspector of Buildings ....O. Rouillard
City Attorneys, Roger Roy, Bernard Devlin
City Notaries, Wm. Ross, C. F. Papineau, O. J. Devlin

Advertising Agencies.

Railway and News-paper Advertising Company, 190 St. James. T. E. Foster, President; Edwin Kemp, Secretary and Treasurer

ADVOCATES.

Kerr, Lamb & Carter, 81 St. Francois Xavier
Abbott, Tait & Wotherspoon, 11 Hospital
Cross, Lunn, Davidson & Fisher, 10 Merchants' Exchange
Carter & Keller ....155 St. James
Monk & Butler.......34 St. James
Bernard Devlin......118 St. James
Doutre & Hutchinson, 82 St. François Xavier
Gilman & Holton......199 St. James.
A. & W. Robertson......54 St. James
Perkins & McMaster. 60 St. James
Archambault & De Salaberry, 43 St. Vincent
Loranger & Loranger, 11 St. Vincent
John C. Hatton.....353 Notre Dame
Laflamme, Huntington, Monk & Laflamme, 42 St. James
Judah & Wurtele. .3 Place D'Armes
Richie, Morris & Rose, 151 St. James
Cassidy, Lacoste & Drummond, 186 Craig.

Agricultural Implements.

John Smith........St. Gabriel Locks
Joseph Tildsley, College Buildings, College.

APOTHECARIES.

Kenneth Campbell & Co., 129 St. James
E. Muir, Cor. Place D'Armes and Notre Dame
John Gardner......145 Notre Dame.
John Lewis & Co., Young Men's Association Building, Victoria square.

ARCHITECTS.

George Brown........191 St. James.
Hopkins & Wily.......235 St. James
W. T. Thomas..........235 St. James
Wm. H. Hodson...51 St. Bonaventure.
A. F. Dunlop.......... 217 St. James.
Alexander G. Fowler, 167 St. Peter.
D. S. R. Mann..............633 Craig.
Malhoit & Coursoleur, 235 St. James.
Raza & Laurant....3 Place D'Armes.

AUCTIONEER.

Henry J. Shaw. .....724 to 728 Craig.

IRON AND WOOD Workers.

G. Scott & Co.............637 Craig.

BANKS.

Bank of Montreal, 109 St. James. R. B. Angus, General Manager
The Merchants' Bank of Canada, Great St. James. Jackson Rae, General Manager
Bank of British North America, 140 St. James. Charles McNab, General Manager
Canadian Bank of Commerce, St. James. W. Simpson, Manager
Molson's Bank, 200 St. James. F. W. Thomas, Cashier
City Bank, 103 St. James. J. B. Renney, Cashier
Exchange Bank, 60 St. Francois Xavier. R. A. Campbell, Cashier
La Banque Jacques Cartier, Place D'Armes. H. Cotte, Cashier
La Banque du Peuple, 95 St. James. A. A. Trottier, Cashier
La Banque Nationale, Place D'Armes. William Moffatt, Manager
Royal Canadian Bank, 158 St. James. W. Sache, Manager
Union Bank of Lower Canada, Notre Dame, corner St. John. F. Nash, Manager Montreal
Quebec Bank (Montreal), 11 Place D'Armes. Thomas McDougall, Manager
Metropolitan Bank, 114 St. James. A. S. Hinck, Cashier
Ville Marie Banque, 8 St. Lambert. P. A. Fanteux, Cashier
Hochelaga Bank, 97 St. François Xavier. J. S. Paquet, Manager
Bank of Toronto, 168 St. James. D. Coulson, Manager
Mechanics' Bank, 190 St. James. Alex. Molson, Manager
Ontario Bank, 8 Place D'Armes. John Smart, Manager

BANKERS.

P. D. Brown...........121 St. James
W. Weir .....121 St. François Xavier
L. Marchand & Son, corner St. James and St. Francois Xavier
Laster & Pease, 92 St. François Xavier

Bank-note Engravers.

British American Bank Note Company, 46 St. John

BAKERS,

Wholesale, Cracker, and Biscuit.

C. Fitts & Co...........142 Inspector
John Mackinson, Coteau St. Augustin (St. Joseph Suburbs)
Viau & Viger....518 to 524 St. Marie

Black and White Smiths.

John K. Macdonald.......24 Latour.
Vulcan Iron Works (John McIntosh & Son), corner Nazareth and Brennan.

BELL-HANGER.

J. K. Macdonald. ....24 Latour.

BOAT-BUILDERS

and Forwarders.

J. B. Auger & Son, Vinet, near Canal.

Boiler and Steam-pipe

Covering.

James Mavor, 98 St. François Xavier.
Fleming's Boiler and Steam Pipe Covering (James Mavor, agent), 98 St. François Xavier and 545 Craig.

Boiler Manufacturers.

W. C. White, corner Nazareth and Brennan.
Peter Higgins............771 Craig.

BOOKSELLERS

and Stationers.

Dawson Bros............159 St. James
Robert Miller.....307 Notre Dame
F. E. Grafton..........182 St. James
C. O. Beauchemin & Valois, 230 St. Paul
D. & J. Sadlier & Co. 275 Notre Dame
George Bishop & Co., 169 St. James
William Darling & Co., 30 St. Sulpice
Deverney Freres & Dansereau, 212 Notre Dame
Fabre & Gravel.....210 Notre Dame
Rolland, J. B., & Fils, 12 and 14 St. Vincent

BOOT AND SHOE

Machinery Manufacturers.

J. Kieffer & Cie....39 St. Jean Bte., manufacturers of sole sewing and pegging machines

BOOTS AND SHOES,

Wholesale.

Smith Cochrane & Co., corner St. Peter and St. Sacrament
McMartin, Hamel Company, corner St. Peter and Lemoine
J. & T. Bell.. ...... .273 Notre Dame
Stafer & Perry.........161 St. Peter
Ames, Holden & Co......, 600 Craig
Mullarky & Co...........8 St. Helen
W. Stafford & Co.........6 Lemoine
Fogarty & Brother, 245 St. Lawrence
G. L. Rolland & Son. ..333 St. Paul
Linton & Cooper, St. James Building, Victoria square
James Popham & Co., St. James Building, Victoria square
W. C. McLaren & Co., 18 St. Maurice
McCready & Co..........20 Lemoine
I. Lauris & Co., 315 and 319 St. Paul
Donovan & Williams, Lemoine, cor. St. Peter
Cummins, Witham & Co., 506 St. Paul.

BRASS FOUNDERS,

Finishers, Steam and Gas Fitters.

Robert Mitchell & Co., corner Craig and St. Peter
Charles Garth & Co.......536 Craig
Richard Patten............745 Craig

BRICK-MAKERS.

Bulmer & Sheppard. .244 Parthanais

BRIDGE AND TANK

Builders.

W. C. White, corner Nazareth and Brennan.

BREWERS.

John H. R. Molson & Bros., 222 St. Mary; office, 217 St. James.
Dawes & Co..............215 St. James.
William Dow & Co., Chaboillez square, 198 St. Joseph
Reinhardt, G., & Sons (lager-beer), 333 German.
Taylor, Robert, 338 St. Lawrence, corner Ontario.
Williams, Miles, Jr., 93 to 97 College.

BUILDERS.

James Wright........37 St. Antoine
George Roberts....499 Lagauchetière
Bourgouin & Lamontagne, 241 German.
John Allan. ... .Stanley.
Gill & Geen, 24 and 26 St. Bonaventure and 18 and 20 St. Michael's lane.
Denis Dufort.........46 St. Janvier.
Hughes & Leclaire, corner Ontario and St. Constant; res., 759 Ontario
J. B. Payette, 184 Elizabeth, Yard corner St. Urbain and Mignone.
J. B. St. Louis & Bro., 871 Dorchester; res., 234 St. George and 85 St. Elizabeth.

Daniel Wilson.....1081 St. Catherine
J. & D. Rutherford, 19 Drummond
Bourgouin & Son ..... 200 St. Denis
A. Labrecque & Son. ..... 18 St. Denis
Lacroix, Charbonneau & Co., 10 and 12 St. Charles Barromée

Building Societies.

Dominion Building Society, 55 St. James. F. A. Quinn

Car Manufacturers.

Canada Car and Manufacturing Co. of Toronto, 230 St. James. Henry Shackall, General Agent

Carpets and Oil Cloths,

Wholesale.

Barry & Campbell, 208 and 210 McGill
James Baylis .... 150 Notre Dame
H. & H. Merrill. ...274 Notre Dame
Thomas Mussen ... 257 Notre Dame

Carriage and Coach

Makers.

N. & A. C. Lariviere, 74 St. Antoine
B. Ledoux, Office, 125 St. Antoine; show-rooms, 131 and 133 St. Antoine
F. Richot........... 155 St. Antoine
S. D. Ledoux, 179, 181, 183, 1-7 Murray

Chair and Bedstead

Manufacturers.

Fees Brothers, Office, 11 Bonaventure

Chair and Lounge

Manufacturer.

Combined Chair and Lounge (Vass patent), William Lapham, cor. Dorchester and St. Philip

CHINA, GLASS, and Earthen Ware.

Importers and Wholesale Dealers

John L. Cassidy & Co., 339 and 341 St. Paul
Sentenne, Howison & Massue, 287 and 289 St. Paul
Adam Darling..........417 St. Paul
E. Hagar & Co ....146 St. Paul.

CHANDELIER

Manufacturers.

John D. Porcheron & Co., 51 St. Joseph

CIVIL ENGINEERS.

Charles Legge........162 St. James.
Charles F. H. Forbes. 162 St. James.
R. J. Reekie .. .. 229 St. James.
J. A. U. Baudry.....3 Place D'Armes.
J. G. Sippell............Canal Office.
J. Rielle............. 146 St. James.
P. Macquistan, City Surveyor, City Hall
Libert Chandler, Molson's Bank Chambers.
A. C. Nish..........Harbor Engineer.
W. Jazdowski..............Montreal.
Charles E. Goad...........Montreal
Philipp Cramer ...... Harbor Office.
Louis Lesage, Sup't of M. W. W., City Hall.

City Weigher, Gauger,

and Measurer.

James W. Muirhead.....17 Common.

CLOTHES-WRINGER Manufacturers.

H. B. Warren & Co., 205 Fortification Lane.

Clothing, Wholesale.

S. H. & J. Moss...... 5 and 7 Recollet.
James O'Brien & Co., College Buildings.
H. Shorey & Co.........23 St. Helen
Muir, Ewan & Co.......30 St. Joseph
Shearer, Mackedie & Co. 422 St. Paul
J. S. Evans & Co... .....15 St. Henry.
W. Walsh & Co .... 103 Notre Dame

Coal Dealers, Wholesale.

Hartt & Baker..........80 Common
S. W. Beard & Co..........54 McGill
Nova Scotia Coal Co., 6 Hospital. F. W. Henshaw, Agent

Coal and Wood Dealers.

Evans Brothers... ....735 Craig
Owens & Lee.......... 88 College
Prefontaine & Parizeau, 430 Lagauchetière. Yard, cor. Sanguenet and Dorchester

CONFECTIONERS.

Viau & Viger.....518 to 524 St. Mary

CONTRACTORS.

Duncan Macdonald, Place D'Armes
A. P. Macdonald, Montreal (St. Lawrence Hall)
J. S. Vosburgh, 1554 St. Charles Barromée
James Worthington, 1025 Dorchester

Cork and Life Preserver

Manufacturer.

Canadian Cork Cutting Co. John Auld, 106 College.

DISTILLERS

and Manufacturers.

Winning, Hill & Ware, 389 St. Paul.

DOORS, SASHES, and Blinds.

John Ostell, (Montreal Door and Sash Factory), St. Gabriel Locks
A. Cantin.............694 St. Joseph

Druggists, Wholesale.

Lymans, Clare & Co.....384 St. Paul
Evans, Mercer & Co., 41 St. Jean Bte.
W. & D. Yuile ....480 St. Paul
Kerry, Watson & Co....351 St. Paul.
Kenneth Campbell & Co., 129 St. James.

Druggists' Sundries.

W. & D. Yuile..........480 St. Paul.

Dry Goods Importers.

Joseph Mackay & Brother, 170 McGill
J. & R. O'Neill............138 McGill.
Lewis S. Black & Thom...184 McGill
Alexander Walker......186 McGill.
James Roy & Co... ....226 McGill.
Whalley & Woods.......204 McGill.
George W. Moss..........136 McGill.
Adolphe Roy & Co......337 St. Paul.
Gault Brothers & Co., cor. St. Helen and Recollet
Empey Johnson & Co....10 St. Helen
Robertsons, Linton & Co., corner St. Helen and Lemoine.
N. S. Whitney.........14 St. Helen.
Mills & Hutchinson....18 St. Helen.
Cushing, Croil & Co., 483 and 485 St. Paul.
Sterling, McCall & Co., 373 St. Paul.
Hodgson, Murphy & Sumner, 347 St. Paul.
M. Fisher & Sons............College.
Alexander, Murphy & Cuddihy, 343 St. Paul.

Ogilvy & Co.............495 St. Paul
McLaughlan, Brothers & Co., 468 St Paul.
P. M. Galineau & Co.....350 St. Paul.
McIntyre, French & Co., 478 St. Paul.
J. Y. Gilmour & Co......375 St. Paul.
T. James Claxton & Co., 131 St. Peter.
Robert Dunn & Co. .....479 St. Paul.
Thomson, Moodie & Houghan, 435 St. Paul
Thibaudeau, Généreux & Co., 330 St. Paul.
Greenshields, Son & Co., 50 St Sacrament
H. Davis & Co...........457 St. Paul
A. Prevost & Co., 266 and 268 St. Paul
P. P. Martin & Co.......276 St. Paul.
John Fraser....53 and 55 St. Sulpice.
Sutherland, Hardie & Fleming, 22 St Helen.
James Donnelly..........140 McGill.
Hudon & Plamadou'.....354 St. Paul.
E. W. Stephen & Co.....25 St. Helen
G. R. Marler & Co. ......146 McGill'
Alexander Sealds.. ....16 Lemoire
Leishman & Wilkinson, 49 and 51 St. Peter.
P. & I. Rooney ....57 St. Sulpice
Jas P. Clark & Co.........152 McGill
George Winks & Co., corner McGill and Victoria square.
William J. McMaster & Co., 8 St. Bonaventure.
J. G. Mackenzie & Co . .381 St Paul
Gelinas, Lafleur & Co., 258 St Paul
Jacques Grenier & Co 292 St Paul

ELECTRO-PLATERS.

M Kollmar................811 Craig.

ELECTROTYPERS and Stereotypers.

Dominion Type-Founding Co., 15 Cheneville. William Hall Managing Director
Dominion Stereotype Foundry (A Morrison & Son), St. James

ENGRAVERS and Lithographers.

George Bishop & Co ..169 St James
Burland, Lafricain & Co., 45 St François Xavier

Express Companies.

Canadian Express Co., 84 St François Xavier.

Fancy Goods, Wholesale.

Holland & Cushing, 366 and 368 St Paul
James Lear..........12 Bonaventure
Robert Wilkes .196 and 198 McGill.
Hodgson, Murphy & Sumner, 347 St. Paul
McLaughlan, Brothers & Co., 468 St Paul.
J. Y. Gilmour & Co .....375 St Paul.
Thomson, Moodie & Houghan, 435 St Paul.
Aldcock & English, 301 Commissioners

File Manufacturers.

Dominion File Works (G. Outram), St. [illegible] Locks

Founders,

Architectural, Stove, and Furnace.

William Clendinneng, 165 William and 214 St James
Rogers & King ....645 Craig
Cromwell, Annett & Co., 90 Wellington
Ives & Allen........119 to 123 Queen
N. Van Alstyne & Co 1 to 29 Dalhousie
Day & Deblois...... .110 to 120 Ann

Financial and Credit

Companies.

Compagnie de Pret. & Credit Fonciers, 8 St. Lambert. P. A. Fanteux, Cashier.
Le Credit Foncier du Bas-Canada, St. Lambert Hill. J. B. Lafleur, Cashier.

FIRE-ENGINE HOSE.

L. J. Campbell & Co...504 St. Joseph (Toronto Branch, 15 Front, west.)
John L. Hardman & Co., cor. Canning and Bonaventure

Fish and Oil Merchants.

Lord, Magor & Munn ..18 Common.
Baird & Kinnear..294 Commissioner

FLOUR MILLERS.

Ira Gould & Sons, corner Grey Nun and William.
A W. Ogilvie & Co., 46 and 48 Foundling.
James McDougall, 447 Commissioner
R & J. Brodie, corner Craig and Bleury
Ovide & Dufresne, Place D'Armes, above Jacques Cartier Bank.

Flour, Self-Raising.

Viau & Vider..........518 St. Mary.

Founders and Engine

Builders.

Eagle Foundry, 34 King. George Brush Proprietor
Canada Engine Works, 738 St. Joseph. E. E. Gilbert, Proprietor.
St. Lawrence Engine Works 17 to 29 Mill. W. P. Bartley & Co., Proprietors
Novelty Works, 40 to 54 Nazareth. R Gardner & Sons
L. B Auger & Son .Vinet near Canal
Cromwell, Annette & Co., 90 Wellington
Dominion Foundry, Engine and Boiler Works, (E. H Charles Lionais), 21 Queen.
Vulcan Iron Works (John McIntosh & Son), corner Nazareth and Brennan.
Daniel Munro, Lagauchitière and Sydenham
Fee & Glennon.... .. 7 Canal Side

FOUNDERS, TYPE.

Dominion Type Foundry, 15 Chenaville William Hall Managing Director.

Furniture Dealers.

Owen McGarvey, 7 9 & 11 St Joseph
C. E. Pariseau, 447 and 449 Notre Dame
S. R. Parsons.............693 Craig
Henry J. Shaw..   722 Craig
J. & W. Hilton   145 Notre Dame
W. & W. Tees .   514 Craig
Tees Bros   11 Bonaventure

Furniture Manufacturers.

Gagl Cooper & Co.... ..St. Thomas
J. A. I. Craig 479 to 485 St Bonaventure

FURS, SKINS, and Buffalo Robes.

Bevington & Morris . 380 St Paul
John Martin & Co ..459 St Paul
Hudson Bay Co. .. ..Foot St. Peter

Galvanized Iron Cornices

and Roofs.

Prowse Brothers ...224 St. James

GALVANIZED IRON and Sheet Zinc.

W & F. P. Currie & Co., 100 Grey Nun

GAS ENGINEER.

E. S. Cathels, Engineer New City Gas Works, Dalhousie and King

GAS WORKS.

New City Gas Company of Montreal, St James

General Machinery

Dealers.

James R. Annett......90 Wellington.

General Importers.

Munderloh & Co .....57 St. Sulpice. (Also Consul of the German Empire)

Grain, Flour, and Produce

Commission Merchants

Crane & Baird............4 St. John
R. S. Oliver............14 Foundling
Thomas W. Raphael.....30 Hospital.
Jean Benoit .... 193 Commissioners
Kirkwood & Moore, 385 Commissioners.
N. Renaud & Co.........34 Foundling.
F. X. St. Charles & Co....9 William
Howland, Spratt & Co., 42 St. Sacrament.

General Merchants.

Cuvillier & Co.....44 St. Sacrament
T. & F. Ross & Co...33 St. Sacrament.
W. R. Ross & Co .. 11 St. Sacrament.
D. Torrance & Co., 10 Merchants' Exchange Court.
Duncan Bell... .. ..30 Hospital.
Hagen & Co ....351 Commissioners.
Leitch Maclean & Co., 436 St. Paul.
David P. Beattie...17 St. Sacrament.
John Hope & Co., Corn Exchange Building
S. W. Beard & Co....... 54 McGill
D. Morrice ....230 McGill.
Henry Chapman & Co....32 St John
P. A. Murphy & Co......19 St. Helen
John Duncan & Co......450 St. Paul
Robert Simms & Co..4 Merchants' Ex.
W. Geo. Bindley & Bro., 309 Commissioners.
Aldcock & English, 301 Commissioners.

Glue, Size,

and Neat's-foot Oil Manufacturers.

Dominion Glue Works (W. F. Beardsell), 263 Fullum.
Montreal Glue Works (H Labelle & Co.) corner Dufresne and Logan Office, 10 Port

Grocers, Wholesale.

Gillespie, Moffatt & Co., 310 St. Paul
Tiffin Brothers .....318 St. Paul
John Duncan & Co .....450 St Paul
Kingan & Kinloch..51 St Sacrament
Cuvillier & Co.....44 St Sacrament
T. F. Ross & Co... 33 St Sacrament
W. R. Ross & Co.... 11 St. Sacrament
Sinclair, Jack & Co....413 St Paul
D. Masson & Co....... .324 St. Paul
J. H. Semple ....53 St Peter
C. H. Barlow Co. 10 St Helen
Boyer Hudon & Co 321 Commissioners
Chapman Fraser & Tylee, 15 Hospital
[illegible] Chaput Fils & Cie ..62 St Peter
Geo Childs & Co 52 St François Xavier
[illegible] Mackay & Co., 231 Commissioners
[illegible] Douglass & Co 112 St Peter
[illegible] Mayrand & Co 279 Commissioners
J. W. Higgins & Brother 22 to 28 St Henry
[illegible] Hudon Fils & Cie . 388 St Paul
J. [illegible] Hudon & Co . 247 Commissioners
[illegible] Hudon. .. .... 15 Le Royer
[illegible] Goff & [illegible], 188 McGill
[illegible] Semple & Hatchette, 138 McGill
[illegible] & Beattie 124 McGill
[illegible] Kirk & Co [illegible]
L. O. [illegible] 58 St Paul
[illegible] & Cushing [illegible] St Paul

Hardware, Importers

and Wholesale Dealers.

Frothingham & Workman 405 St Paul
Morland, Watson & Co 385 and 387 St Paul
Ferrier & Co., 26 and 28 St François Xavier
Mulholland & Baker, 25 to 35 St François Xavier
Crathern & Caverhill St Peter
Peck, Benny & Co . 391 St Paul
Benny Macpherson & Co., 392 St Paul
W. Darling & Co......30 St Sulpice
Delisle Brothers & McGill 39, 41 and 43 St. Sulpice
R. H. Kilby..... ......346 St Paul
Ireland, Gay & Co., 39 and 41 St. Peter
Sawtell Brothers, 31 and 33 St Peter
Cooper, Fairman & Co., 42 and 44 Foundling
Joseph N. Hall & Co.. .506 St. Paul.
Laslett & Russel.......463 St. Paul.
John B. Goode (Agent for Iron, Steel, Metals, and Hardware), 470 St Paul
Elliott, Phillips & Co.. 45 St Peter
C. H. Letourneux......165 St Paul
Z. Prevost & Co.........169 St Paul
E. Heuser.. .... 22 Lemoine
James Hutton & Co..... 17 St. Helen
Carville, Barr & Co (Iron, Tin Plates, Metals, etc.), 9 St. John
Joseph Walker & Co....16 St. John
L. J. Beliveau & Co.....297 St. Paul
Haldiman & Co., 253 and 255 St. Paul
Jas Brown & Brother, 219 St. James
Prowse Brothers.....224 St. James
Jas. Walker & Co....165 St. James
W. & F. P. Currie & Co., 100 Grey Nun.
L. J. A. Surveyer ....524 Craig.
Simpson, Whitehead & Co., 453 St Paul.
Pillow, Hersey & Co., 3, 5 and 7 Custom House Square

Hardware Saddlery

and Carriage.

Simpson, Whitehead & Co., 253 St. Paul

Hardware

and Commission Merchants.

B. & S. H. Thompson......1 Le Royer.

Hats, Caps, and Furs,

Wholesale.

Greene & Sons...... ...517 St. Paul.
Haeusgen & Gnaedinger, 134 St Peter.
Schultze, Reinhardt & Co., 291 Notre Dame.
Jas. Coristine & Co.....471 St. Paul.
B. Levin & Co...........491 St. Paul.
M. Kortosk & Co........493 St. Paul.
Macdonald, Moodie & Co 35 and 37 St. Peter.
McD. Simpson.... .297 Notre Dame.
M. Holland & Son ....505 St. Paul.

Hats, Caps, and Furs.

Leaders of Fashion.

John Henderson & Co., 283 Notre Dame
A. Brahadi, 249 Notre Dame. Established 1848, First Prize Fur Establishment.
McD. Simpson.......297 Notre Dame.
Wm. Samuel.... ....367 Notre Dame.
Schultze, Reinhardt & Co., 291 Notre Dame.

Hay-press Manufacturer.

Jacob H. Folmsbee...... 90 College.

HOTELS.

St. Lawrence Hall (F. Geriken), opposite Post Office
Albion Hotel (Decker, Stearns & Murray) 41 McGill
Canada Hotel (A. Beliveau), 15 St Gab.
Donegana Hotel (J Beliveau), 31 Notre Dame

House-furnishing Goods.

Jas Brown & Brother, 219 St James.
Prowse Brothers .224 St James
Jas Walker & Co .165 St. James
L. J. A. Surveyer .... .524 Craig

Horseshoe and Spike

Manufacturers.

Pillow, Hersey & Co....St Patrick.

Importer of Fancy

Leather and Elastic Web.

Thomas Samuel..........12 Lemoine

Insurance Companies,

Fire.

North British and Mercantile Insurance Company (MacDougall & Davidson), 72 St. François Xavier.
Queen Insurance Company (A. M. Forbes), 191 St James.
Royal Insurance Company (H. L. Routh)
The Montreal Assurance Company, 131 St James. A. Murray, Manager
The Royal Canadian Insurance Company, 160 St James
Provincial Insurance Company, 160 St. Peter. Thomas A. Evans, Agt
Guardian Assurance Company, 2 Merchants' Exchange. Robert Simms & Co., George Denholm, General Agents
Northern Assurance Company (Taylor Bros), 45 St. François Xavier.
Agricultural Insurance Company, 245 St. James. E. H. Goff, Manager.
Ætna Insurance Company (Robert Wood), 91 St. François Xavier.
Canada Guarantee Company (E. Rawlings), 40 St. John.
Scottish Imperial Insurance Company (H. J. Johnston), St. Sacrament
Commercial Union Assurance Company, Union Buildings, St. François Xavier Fred. Cole, General Agent.

Insurance Companies,

Life.

Canada Life Assurance Company, 196 St. James. R. Pownall, General Agent.
Sun Mutual Life Insurance Company, 164 St. James. M. H. Gault, Managing Director.
The Mutual Life Association of Canada (Head Office, Hamilton, Ont.), 119 St. François Xavier. R. J. Lonsdale.
Life Association of Scotland, 40 St. James. Robert Bull, Manager.
Standard Life Association Company (W. M. Ramsay), 151 St. James.
Positive Government Security Life Assurance Company, Montreal. F. C. Ireland, Manager for Canada.
Citizen's Insurance Company, 175 St. James.
London and Lancashire Life Association Company, 235 St. James Robertson & Stancliffe, Managers for Canada.
Briton Medical and General Life Association, 12 Place d'Armes. James B. M. Chipman, Manager.
New-York Life Insurance Company, 162 St. James. Walter Burke, Manager.
Globe Mutual Life Insurance Company, 163 St. James. C. S. Lewis and John Converse, General Managers.
Ætna Life Insurance Company, 126 St. James. William H. Orr, Manager.
Travelers Insurance Company, 199 St. James. Foster, Wells & Brinley, General Agents.
Equitable Life Assurance Society, 198 St. James. R. W. Gale, General Manager.

Iron Bedsteads, Columns,

Door and Window Gratings.

Day & De Blois.......110 to 120 Ann.

Kerosene and Gas-fixture

Manufacturer.

John D. Porcheron & Co......51 St Joseph.

LACE LEATHER Manufacturers.

L. J. Campbell & Co. 594 St. Joseph.
John L. Hardman & Co., cor. Canning and Bonaventure.

LEAD AND COLOR Manufacturers.

A. Ramsay & Son. Factory, 16 to 22 Inspector and College sts. Office, 37 Recollet.

LEATHER BELTING.

L. J. Campbell & Co., 594, 596, 598 St. Joseph
John L. Hardman & Co., corner Canning and Bonaventure. Office, 107 and 109 Queen.

Leather Merchants.

Shaw Bros. & Cassils.....13 Recollet
Mosely & Ricker..........503 St. Paul
John Dougall & Co.....472 St. Paul
Hy. Richardson & Co...130 St. Peter
Cassils, Stimson & Co....10 Lemoine.
A. & E. Amos............122 St. Peter
Whitehead & Fisk......14 Lemoine.
Campbell Bryson........18 Lemoine.
Cote, Hugon & Co.........9 Lemoine.
M. H. Seymour & Son....507 St. Paul.
A. Keroack..............505 St. Paul.
J. A. Leclerc..........530 St. Paul.
Bevington & Morris (Sculthorpe & Pennington, Agents), 380 St. Paul
C. E. Seymour............12 Lemoine.
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WYLD & DARLING.....13 Front, W
SAMSON, KENNEDY & GEMMEL, cor. Scott and Colborne.
DUNN, COWAN & CO.....39 Yonge.
R. WALKER & SONS, 33 & 35 King, E.

Mercantile Agencies.

DUN, WIMAN & CO., Montreal Telegraph Buildings.
J. M. BRADSTREET & SONS, Royal Canadian Bank Buildings.

MILLSTONE

Manufacturer.

R. H. OATES.....Millstone lane.

NURSERIES.

TORONTO NURSERIES, Geo. Leslie & Sons, Leslie P. O.

OIL MERCHANTS

STOCK & WEBSTER.....65 Colborne.
S. C. DUNCAN-CLARK & CO., River st Works, Toronto.

Oils, Paints, Colors, &c.

BRONSON & PATON, 84 Yonge and 90 York.
E. HARRIS & CO.....44 King, E.

PACKING BOXES.

TORONTO PACKING CASE FACTORY, W. Firstbrook & Son, 205 and 207 King, E.

PAPER & ENVELOPE Manufacturers.

BUNTIN BROTHERS & CO., 63 and 65 Yonge.
A. DREDGE & CO.....53 Yonge.
MACGILLIVRAY, MOLLE & CO., 72 Yonge.

PEAT FUEL DEALER.

W. ARMOUR, York street Wharf, opp. Union Station

PHOTOGRAPHERS.

NOTMAN & FRASER, 39, 41 and 43 King, E.

PIANOS, ORGANS,

Music and Musical Instruments.

A. & S. NORDHEIMER.....15 King, E.

PORK PACKERS.

WM. DAVIES & CO.....15 Queen, E.

Produce & Commission

Merchants.

W. P. HOWLAND & CO....254 Church.
YOUNG & MILLER.....75 Colborne.
GARDNER & RAMSAY.....78 Front.
CRAWFORD, JAMES & CO....72 Colborne.
WM. GALBRAITH.....80 Front.
JAMES YOUNG.....42 Wellington, E.
GIBB & GALLON.....83 Colborne
CRANE & BAIRD....Ontario Chambers.
MORRISON, TAYLOR & CO.....Front.
D. COWAN & CO.....68 Colborne.
DAVISON, SCOTT & CO.....64 Front.
W. D. MATHEWS & CO.....16 Front, E.

Provincial Land

Surveyors.

WADSWORTH, UNWIN & BROWNE. Draughtsmen and Valuators, 50 Adelaide.

PUBLISHERS, Booksellers & Stationers.

WILLING & WILLIAMSON, 10 and 12 King, E.
ADAM, STEVENSON & CO., 8, 10 and 12 King, E.
COPP, CLARK & CO.....47 Front, E.
ROWSELL & HUTCHINSON....76 King, E.
A. S. IRVING.....35 King, W.
S. ROSE.....W. B. Rooms, 80 King, E.
MACGILLIVRAY, MOLLE & CO., 72 Yonge.
HART & RAWLINSON.....5 King, W.
BROWN BROTHERS, 66 and 68 King, E.
ROBT MARSHALL.....47 King, W.
CLOUGHER BROS.....25 King, W.
WILLIAM BEE, P. M. B. Rooms, 107 Yonge.
JOHN YOUNG, W. C. Tract Society, 102 Yonge

REAL ESTATE Agents.

HIME & BAINES.....20 King, E.

REAL ESTATE Broker.

WM. MCBEAN, 152 Yonge. Residence, 27 Walton.

SADDLES, HARNESS, Military Accoutrements,

Horse Clothing, Whips, &c.

LUGSDIN & BARNETT.....115 Yonge.

Safe Manufacturers.

TORONTO SAFE WORKS. J. & J. Taylor, Manufacturers of Fire and Burglar Proof Safes. 117 to 119 Front, E.

SAW AND PLANING Mills.

WITHROW & HILLOCK, corner Queen and George.
J. B. SMITH, Front, bet. Bay and Yonge
JOSEPH GEARING.....Esplanade, E.

SEWING-MACHINES.

THE HOWE SEWING-MACHINE CO., 117 Yonge and 361 Notre Dame, Montreal W. W. Whitlark, Manager

SEED MERCHANTS.

GEORGE KEITH.....124 King, E
J. A. SIMMERS....91 Haymarket Place.
STEELE BROTHERS, 23 East Market square.
GEO. W. BUCKLAND & CO., corner Yonge and Queen.
WM. RENNIE.....132 Adelaide.

Soap, Candles, Lard,

Oil, and Tallow.

GEO. D. MORSE & CO., West Market square.

SODA WATER Machine Manufacturers.

H. T. SMITH, Marble and Metal Fountains, 105 Queen, W.

STATIONERS,

Wholesale.

MCPHAIL & DAVIDSON, 16 Front, W

SHOW-CASE Manuf'r.

W. MILLICHAMP, opposite New Post Office, Adelaide.

Steamboat

and Navigation Companies.

NORTHERN LAKES NAVIGATION CO., 48 Front. A. P. Coburn, Manager.

STONE DEALERS.

OHIO CLOUGH STONE CO., Front, near Queen's Hotel. Amherst and Columbia Stone, John Esson, General Agent.

STRAW, MILLINERY, and Fancy Dry Goods.

HENDERSON, BOSTWICK & CO., 52 Front, W.
THOMAS MAY & CO., 58 and 60 Wellington, W.
JANES & NEWCOMBE.....44 Front, W
PEACH & GOULDING.....40 Yonge
ALEXANDER & REID.....Jordan
JOSEPH WEY & CO.....37 Yonge
DUNN, COWAN & CO.....39 Yonge
HODGSON & BOYD.....49 Yonge

Telegraph Companies.

MONTREAL TELEGRAPH CO. W. P Dwight.
DOMINION TELEGRAPH CO. J. D. Parkis.

TRUST AND LOAN Companies.

TRUST AND LOAN COMPANY OF CANADA.
THE CANADA LANDED CREDIT CO
THE LONDON AND CANADIAN LOAN AND AGREEMENT CO.
WESTERN CANADA BUILDING AND SAVINGS SOCIETY.
FARMERS AND MECHANICS' LOAN AND SAVINGS CO.

UNDERTAKERS' Furnishings, Manufact'r

and Wholesale Dealer.

R. PHILP.....12 Jordan

UNDERTAKER.

JOHN YOUNG.....361 Yonge

Vinegar Manufacturer.

W. W. PARK....100 to 106 Adelaide, E

Watches, Diamonds,

Jewelry, &c.

LASH & CO.....5 King, E
JAMES E. ELLIS & CO.....43 King, E
WM. WHARIN.....23 King, W
W. E. CONELL.....83 King, E
WILKINSON & CO.....11 King, E.

Wines and Liquors.
Importers and Wholesale Dealers.
A. B. Wright & Co.....27 Church.
Quetton, St. George & Co...Toronto.

Wood Dealer, Wholesale.
W. Armour.....York-street Wharf.

Wool, Hide, Skins, &c.
F. Leadlay..... 87 and 89 Front.
J. Hallam.....85 Front.

WOOLLENS.
Wholesale.
Joe Fisher.....Yonge.

Yeast Manufacturers.
Waterloo Yeast Co., Manufacturers of Twin Brothers' Yeast, 93 Front, E. T. L. Buckley, Manager
Diamond Yeast Co. (H. J. Weeks & Co.) 106 to 114 Lumley.

HAMILTON.

CHIEF OFFICIALS.
1875.

Mayor.....George Roach
Police Magistrate.James Cahill
City Clerk.....Thomas Beasley.
City Treasurer...Alexander Stuart.
High Bailiff.....James McCracken.
Manager of Water Works.....William Haskins
Chief of Police...John Henery

ARCHITECTS and Civil Engineers.
Thomas C. Brown John...14 Merrick
David Chas. O'Keeffe...Hamilton
A. H. Hills.....45 Charles
Wm. Leith.....48 Hughson, North

Agricultural Implement *Manufacturers.*
L. D. Sawyer & Co., Foot of Wellington.

BANKS.
Bank of Hamilton, King, E. H. C. Hammond, Cashier
Bank of Montreal, King, W. William Munro, Acting Manager
Bank of British North America, North James. T. Corsan, Manager
Merchants' Bank of Canada, James W. Cooke, Manager
Royal Canadian Bank, corner James and King, John M. Burns, Manager
Canadian Bank of Commerce, King, E. C. R. Murray, Manager

Bakers & Confectioners, *Wholesale.*
J. C. Chilman & Co., Nos. 67, 69, 71 and 73 King, E.

Barristers, Attorneys, *and Solicitors.*
Bruce & Walker.....South James.
Mackelcan, Gibson & Bell, South James.
Robertson & Wardell, South James.
Chisholm & Laidlaw....North James.
Emilius Irving.....South James.

Boiler Manufacturers.
Thomas Northy, Wellington and King William
Reid & Barr.....Rebecca.
F. G. Beckett & Co.....250 McNab.

Booksellers & Publishers
Duncan, Stuart & Co., corner York and James

BOOTS AND SHOES, Wholesale.
John McPherson, 51 and 53 King, E.
John Garrett & Co.....21 King, W.
Thos. C. Kerr & Co.....7 King, E.

Builders & Contractors.
John Taylor.....8 Bay.
Peter Brass.....45 Bay, S.
D. Nicholson.....4 Duke.
E. Van Allan.....5 Bay, S.

BRASS FOUNDERS.
Hugh Young....cor. Vine and McNab.
A. M. Foster, 173 and 175 James, N.

BREWERS.
P. Grant & Sons, Spring Brewery. Office, 24 Merrick.
L. Bauer, Ontario Brewery, foot John.
John Bell & Co., Burlington Brewery, 30 Catharine, S.

Broom Manufacturers.
Walter Woods.....Maiden lane, W

Brush Manufacturers.
Meakins & Sons.....176 King, E.

Carriage Manufacturers.
H. G. Cooper & Co.....6 Park, S.

CHINA, GLASS AND Earthenware.
Wholesale.
Thomas Saunders & Co.....King, E
James A. Skinner & Co..27 King, E
McElderry, Kennedy & Co., James, N.

Clothing, Wholesale.
Sanford, Vail & Buckley, 47 and 49 King, E
Munro, Henderson & Mackenzie, 31 King, W

COAL DEALERS.
Murton & Reid, cor. of John and Rebecca; wharf, foot John

Drugs, Paints, and Oils, *Wholesale.*
T. Buckle & Son.....13 King, E
J. Winer & Co.....25 King, E

DRY GOODS, *Wholesale.*
McInnes, Bros. & Co., cor. King and John
John J. Mackenzie & Co., 104 King, E
Thomas C. Kerr & Co.....7 King, E
Thomson, Birkett & Bell, corner McNab and Merrick
James Walker & Co.....20 King, E

FORWARDERS.
Wylie & Young.....4 Rebecca
E. Browne.....Office, foot of McNab
Hendrie & Co.....King, W

FOUNDERS and Engine Builders.
F. G. Beckett & Co.....250 McNab
Thomas Northey.....18 Wellington
Hamilton Iron Works, Rebecca st Reid & Barr, Proprietors

FOUNDERS.
Thomas Cowie, Elias opposite G. W R.R. Station

Glass Manufacturers.
Hamilton Glass Works, 393 Hughson. Rutherford & Co., Proprietors

GOLD AND SILVER Plater.
Frank N. Forster, 173 and 175 James, N.

GROCERS, *Wholesale.*
Simpson, Stuart & Co..61 McNab, N.
James Furner & Co.....Hughson.
Harvey Stuart & Co.....King, E.
Brown, Routh & Co., cor. King, E. and James.
Lucas, Park & Co., 53 to 57 King, W.
D. Murphy & Co.....King, E.
W. M. Lottridge & Co. 62 McNab, N.

HARDWARE, Wholesale.
C. Cameron & Co.....18 James, S.
Wood & Lezgat.....44 King, E.
Adam Hope & Co.....102 King, E.

HATS, CAPS & FURS, *Wholesale.*
W. H. Glasco & Sons.....11 King, E.
T. Christie & Co., 27 and 29 King, W.

Hat Manufacturers.
Canada Felt Hat Works, foot of Wellington.

INSURANCE Companies.
The Canada Life Assurance Company, A. G. Ramsay, Manager. James, S
Mutual Life Association, ——, Manager. James, S.
Victoria Mutual Fire Insurance Company, W. D. Booker, Secretary. S. James, cor. Main.
Canada Farmers' Mutual Insurance Company, Richard P. Street, Secretary. Cor. McNab and Merrick
Canadian Mutual Fire Insurance Company, F. R. Despard, Secretary. James, S

INSURANCE Agents.
Livingston, Moore & Co., cor. James and King, W. Agents for National Life Insurance Company of the United States, Isolated Risk Fire Insurance Company of Toronto, Gore District Mutual Fire Insurance Company, Beaver and Toronto Mutual Fire Insurance Company.
Seneca Jones, 9 King, W. Agent for Royal Canadian Insurance Company, Canada Accident Insurance Company, Canada Guarantee Company, Scottish Amicable Life Assurance Society, and Waterloo Mutual Fire Insurance Company.
George A. Young, cor James and Merrick. Agent for Royal Insurance Company

Iron and Wood-working *Machine Manufacturers.*
Hamilton Tool Company, Caroline opposite G. W. R. R. Depot. A Jameson, Manager

JEWELLER and Watchmaker.
W. F. McMahon.....88 King, E

LEATHER AND SHOE Findings, Wholesale.
John Alexander, 13 and 15 King, W

LOAN AND SAVINGS Society.
The Hamilton Provident and Loan Society cor. King, E. and John. H. D. Cameron, Secretary

LUMBER DEALERS.
Edward Burns.....40 James
Michael Brennen, 172, 174, and 176 King William
Brown, Murisan & Co., Yards, corner Cannon and Mary; Mills at Glanford
Thomson & Smith, 107 York, Mills at Ancaster, Medonte and Nassagaya
Edward Roche, 5 Hope Hill (Upper Town, Quebec)
Benjamin Eager.....Wellington sq

Mercantile Agencies.
Murray, Middlemiss & Co..S. James.
Dun, Wiman & Co.....King, E.

MILLINERY, STRAW Goods, and Mantles, *Wholesale.*
G. H. Furner & Co.....King, E.

NURSERIES.
Hamilton Nurseries, Main, E. Warren Holton.

PHYSICIANS.
J. D. Macdonald, M.D.....McNab, S.
Henry T. Ridley, M.D., 31 W. Main.
John W. Rosebrugh, M.D..S. James.
Edwin Henwood, M.D....3 W. Main.
George L. Mackelcan, M.D., 17 Gore
Elias Vernon, M.D. (Homœopathic), 78 S. James.

PORTABLE FORGE and Moulders' Bellows *Manufacturers.*
Joseph Dallyn & Son, cor. James and Murray.

Produce and Commiss'n *Merchants.*
Macpherson & Smith.....King, E.
J. Hespeler.....King, E.

SAW AND PLANING MILLS.
SASHES, DOORS, BLINDS, MOULDINGS, &c.
Allan, Smith & Co., cor. Cannon and Mary
Michael Brennen, 63, 65 and 67 King William.

SAIL-MAKER, Sail-Cloth and Bunting *Importer.*
W. W. Grant.....283 Bay, N.

SEWING-MACHINE Manufacturers.
Wanzer Sewing Machine Co., R. M. Wanzer, Proprietor, King, E.
Canada Sewing-Machine Company, Barton and Elgin. C. R. Smith, Manager.
Gardner Sewing Machine Company, F. M. Wilson, Pres.; W. J. Ballard, Sec'y and Treas.; William Vassie, Mech. Supt.
Revolving Sewing Machine Company, J. J. Bowman, Manager.

SHIP-BUILDER.
A. M. Robertson, Yard, Bay st., N Res., 23 Bay

STATIONERS and Paper Manufacturers, Wholesale.
Buntin, Gillies & Co.....23 King, E

STEAM PUMP MANUFACTURER.
Thomas Northey.....18 Wellington.

TOBACCO MANUFACTURER.
Frederick Schwarz, 140 and 142 King, W

VINEGAR MANUFACTURER.
B. E. Charlton, cor. King and Wellington

WOOL BROKERS *and* Commission Merchants.
Long & Bisby.....60 McNab, N.
Buchanan, Brothers & Co.
John Harvey & Co.....James, N
J. H. Davis & Co.....John
McKenzie & Osborne.....King, E.

WINES and LIQUORS, *Wholesale.*
J. A. Barnard & Co.....8 McNab.

LONDON, ONT.

CHIEF OFFICIALS
1875.

Mayor.....Benjamin Cronyn.
Police Magistrate..Lawrence Lawrson.
Chief of Police....Richard Wigmore.
City Clerk.....Alexander Samuel Abbott.
Treasurer.....John Brown.
City Engineer.....William Robinson.
Street Commissioner.....Wade Owen.
Chief of Fire Department.....Thomas Wastie.
Inspector of Public Schools.....James B. Boyle.

Agricultural Implement *Manufacturer.*
John Elliott, cor. Wellington and Bathurst.

BANKS.
Canadian Bank of Commerce, Richmond
Merchants' Bank of Canada, Richmond.
Bank of British North America, Richmond.
Bank of Montreal.....Richmond
St. Lawrence Bank.....Richmond.
Molson's Bank.....Dundas.
Federal Bank.

BARRISTERS and Solicitors.
Beecher, Street & Beecher, Carling.
Scatcherd & Meredith.....Dundas
Cronyns & Martin.....Richmond.
Cameron, Harris & Magee...Carling
McMahon & Gibbons.....Richmond.
J. H. Fraser, cor. Dundas and Richmond.

BREWERS.
City Brewery, Waterloo. William and John Carling, Proprietors.
London Brewery, Foot Talbot. John Labatt, Proprietor.

Car Manufacturers.
Ontario Car Company, London, Ont Thomas Muir, Manager.

CAR-WHEEL Manufacturers.
London Car-Wheel Company, London, Ont. W. M. Gartshore, Manager.

CONFECTIONERY *and Biscuit Manufacturer.*
T. McCormick.....London, Ont.

DRY-GOODS, *Wholesale.*
John Bissell & Co.....Carling
Green, Peters & Robinson, cor. Carling and Talbot.
R. Walker & Sons.....Dundas.

Express Companies.
Canadian Express Company, Merchants' Despatch, London, Ont S. Chadwick, Agent

Founders and Engine *Builders.*
E. Leonard, Office, E. York, London, Ont
Phœnix Foundry, cor. Wellington and Bathurst John Elliott, Proprietor

GROCERS, *Wholesale.*
E. Adams & Co.....Dundas

Insurance Companies.
Agricultural Mutual Assurance Association of Canada, Ridout
Ontario Mutual Fire Insurance Company, Richmond.

LUMBER DEALER.
M. Knowlton, York, W. of Tecumseh House

OIL REFINERS.
Atlantic Petroleum Works, London, Ont. Waterman Bros., proprs.
F. A. Fitzgerald & Co., London, Ont.
J. Walker.....North.

Savings and Investment Societies.
Huron and Erie Savings and Loan Society, Richmond.
Ontario Savings and Investment Society, Richmond.
Dominion Savings and Investment Society, Richmond.
Agricultural Loan and Investment Society, Dundas.

SEWING-MACHINE Manufacturers.
The Singer Manufacturing Co., London, Ont. Robt. C. Hickok, Gen. Agent.

ST. CATHARINE'S.

CHIEF OFFICIALS
1875.

Mayor .. James Douglas.
Reeve.......J. C. Rykert
Treasurer. ..W. A. Mittleberger
Town Clerk J. Rollison
Sheriff Joseph A. Woodward

BANKS.

Niagara District Bank, St. Paul. C. M. Arnold, Cashier
Canadian Bank of Commerce, Ontario. H. C. Barwick Manager
The Quebec Bank, St. Paul. D. B. Crombie, Manager
The Bank of Toronto, J. Henderson, Manager
City Bank, Montreal. W. T. Benson, Manager.

Bankers and Brokers.

S. L. St. John.............St. Paul

Barristers, Attorneys, and Solicitors.

Miller & Miller ....St. Paul
J. G. Currie.............St. Paul
Brown & Brown ....Ontario
John McKeown.............St. Paul
Rykert & Gilleland ......Ontario
P. McCarthy ....St. Paul.
F. W. Macdonald & Son...Town Hall

BREWERS, Ale and Porter.

Taylor & Bate

Building and Savings Societies.

St Catharine's Provident Building and Savings Society, St. Paul.

DRUGGISTS and Apothecaries.

A. Jukes & Son.............St. Paul

DRY GOODS

Dress Goods, and Millinery.

Henry Carlisle ....Ontario
Jas. D. Tait ....Ontario
Struthers & Co...........Queen
Woodruff & Co. ....St. Paul

FLOUR AND FEED.

R. & J. Lawrie

HOTELS.

Welland House.........Ontario
Stephenson House..........Yates
Spring Bank Sanitarium.....Yates

Insurance Companies.

Niagara District Mutual Fire Insurance Co., H. M. Giles, Secretary. Ontario
Clinton Fire Insurance Co., Rowland Hill Secretary and Manager Ontario

LUMBER DEALERS.

James Gillispie & Co.
N. & O. J. Phelps.
John M. Butler & Co
S. D. Woodruff.

MINERAL BATHS and Waters.

The Sanitarium, Spring Bank. Theophilus L. Mack, M.D., Proprietor and Attending Physician. Yates

PAINT AND OIL Manufacturer.

G. M. Bligh.................St. Paul.

PHYSICIANS.

Theophilus L. Mack, M.D.....Yates
L. S. Oille, M.D...............Queen.
Arthur Jukes, M.D.........St. Paul.
Edwin Goodman, M.D.......Ontario

Planing Mills, Sash, Doors, &c.

C. W. Hellems.
J. S. Eager. (Lumber)

STEAM-ENGINES, Boilers, &c.

Union Foundry, Yale & Co., proprs.

Steam, Water, and Gas

Engineers, Plumbers, &c.

Burrow Chatfield & Co

Watches, Jewelry,

and Silver Ware.

James Douglas...............St. Paul

AYR, COUNTY OF WATERLOO.

John Watson, Iron Founder and Manufacturer of Agricultural Implements, Reaping, Mowing, and Threshing Machines
D. Goldie, Miller, and Manufacturer of Finest Flour

BARRIE, COUNTY OF SIMCOE.

H. A. R. Boys, County Treasurer of Simcoe
D. Campbell, Manager, Bank of Toronto
W. Smith, Manager, Canadian Bank of Commerce
A. B. Spotten Principal, High School
Rev. J. A. O'Connor R.D., Parish Priest

BELLEVILLE, COUNTY OF HASTINGS.

Bank of Montreal, R. Richardson Manager
Merchants' Bank, R. Thompson, Manager
Royal Canadian Bank [illegible] Manager
Pitceathly & Kelso Wholesale Grocers
Dufoy House, G. C. Borrowdale, propr
Hawley House, J. Hawley, propr
H. B. Rathburn & Son Lumber Manufacturers and Dealers
Flint & Holton, Lumber Manufacturers and Dealers
Buck & Stewart, Lumber Manufacturers and Dealers
W. A. Foster, Lumber Manufacturer and Dealer
Flint & Holton Planing Mills
H. B. Rathburn Ship-Builders Mill point.
W. H. Campbell & Co. Steamboat Agents.

BERLIN, COUNTY OF WATERLOO.

C. Stebbing & Co., Importers of Fancy Goods Wall-paper, School Books &c.
John Fennel, Hardware Merchant
Charles Crookall, Agent Merchants' Bank
A. Millar, Barrister
J. Bowman, Treasurer, County Waterloo.
Lacourse, Judge, County Waterloo
W. H. Bowlby, County Attorney
J. Oberholtzer Secretary, Mechanics Institute
Henry F. Z. Jackson, Esq.

BOWMANVILLE, COUNTY OF DURHAM.

The Ontario Bank, Geo. McGill, Manager
The Dominion Bank, J. A. Cold, Agent
R. & H. O'Hara, Books, Stationery, and Fancy Goods.
C. Barker, Books, Stationery, and Fancy Goods.
J. & W. J. McMurtry & Co., Dry Goods and Groceries.
Bowmanville Furniture Manufacturing Co. F. F. McArthur, President. Thos. Johnson, Manager.
Bowmanville Machine Co., Wood and Iron-Working Machinery. G. S. Shaw, President. A. M. Gibson, Manager
The Domestic Organ Co. Henry O'Hara, President. A. M. Darley, Manager. Cor. Temperance and Wellington.
John W. McDougall, Merchant Miller and Produce Commission Merchant. King.

BRAMPTON, COUNTY OF PEEL.

K. Chisholm & Co., General Merchants
Dr Pattullo, Physician, &c
Samuel Beck, Revere House
George Graham, Treasurer, County of Peel
George Green, County Attorney

BRANTFORD, COUNTY OF BRANT.

CHIEF OFFICIALS
1875

Mayor James W. Digby
Reeve Alfred Watts
Clerk James Woodyatt
Treasurer James Wilkes

EDUCATIONAL Institutions.

Ontario Institution for the Blind J. Howard Hunter, Principal
High School. James Mills, Principal
Brantford Young Ladies College. Rev. William Cochrane, President of Faculty. Dr. Wm. Clarke, Principal. A. Robertson, President of the Board of Directors.
Inspector of Public Instruction, M. J. Kelly, M.D., LB
Brantford Central School. W. Wilkinson, Principal. Jas Weymis, Chairman, Board of Trustees

BANKS.

Bank of British North America A. Robertson, Manager
Bank of Montreal. S. Read, Manager
Canadian Bank of Commerce. J. Pollock, Manager
T. Shenston Registrar
Waterous Engine Works Co. [illegible] H. Wilkes Secretary and Treasurer C. H. Waterous, Manager [illegible]
H. W. Brethour & Co. Dry Goods, Millinery, &c
George Watt & Sons Wholesale Grocers
A. Watts & Co. Wholesale Grocers and Manufacturers of Soap and Candles
Thos. B. McMahon Barrister at Law
Brantford Mechanics' Institute W. Cochrane President
A. Harris Son & Co. Agricultural Implements
Victoria Foundry, William Buck, propr. Stoves, Ploughs, &c
Dominion Starch Works A. Morton, propr
W. H. Stratford & Sons, Wholesale Dealers in Drugs, Woollen Supplies, &c
Brantford Stoneware Works, W. E. Welding, propr
Kerby House. J. C. Palmer, propr
Van Norman & Van Norman, Barristers, &c
Thomas McLean, Dry Goods, &c
Brantford, Norfolk, and Port Burwell Railroad. Geo. H. Wilkes, President, W. J. Imlach, Secretary.
J. Cockshutt, General Merchant.

BROCKVILLE, COUNTY OF LEEDS.

Allan Turner & Co., Druggists and Apothecaries.
Bank of Montreal, J. N. Travers, Manager.
Molson's Bank, J. W. B. Rivers, Manager
Brockville Agricultural Works, G. M. Cossitt & Bro., Agricultural Implement Manufacturers.
Brockville Novelty Works, Iron Founders. James Smart.
Brockville and Ottawa Railroad.
James Hall & Co., Glove Manufacturers.
Revere House. Howe & Marston.

CEDARDALE, COUNTY OF ONTARIO.

A. S. Whiting Manufacturing Company, Scythes, Forks, and Hoes

CLINTON, COUNTY OF HURON.

Mechanics' Institute. A. Turnbull President
W. W. Farran, Division Court Clerk

COBOURG, COUNTY OF NORTHUMBERLAND.

Bank of Toronto, J. H. Roper Manager
Bank of Montreal, C. Brough, Manager
Dominion Bank, W. D. Burn Agent
Cobourg Car Works. James Crossen Proprietor and Manager
Victoria University
Winans, Butler & Co., Commission Merchants
P. McCallum & Sons, Dry Goods and Clothing
The Arlington Hotel Jas. B. Sangster Manager
Ontario Woollen Mills Alexander Fraser

CHATHAM, COUNTY OF KENT.

A. Bell, Barrister
E. Robinson, Barrister
Wm Fraser, Barrister
I. Scane, Barrister
William Ireland Manager Canadian Bank of Commerce
R. N. Rogers, Manager Merchants' Bank
A. Richardson Manager Royal Canadian Bank
Rev. F. Hours, Parish Priest.
P. D. McKellar, Registrar County Kent.
M. Van Allan Mayor of Chatham.

COLLINGWOOD, COUNTY OF SIMCOE.

F. Long, General Merchant
W. H. Russell, Lumberman
Dr Stephen, Physician &c
John McMaster Manager Canadian Bank of Commerce

DUNDAS, COUNTY OF WENTWORTH.

McKechnie & Bertram, Machine Tools and Wood Working Machinery
Canadian Bank of Commerce. C. S. Ramsey, Manager
Thos. Wilson & Co., Steam Engines, Boilers &c.
James Mahon, Physician and Surgeon
The Dundas Wesleyan Institute. John Wood, Treasurer
The Dundas Knitting Co. J. Young
Wentworth Brewery. Geo. Leith Proprietor
A. B. Wardell, Barrister.
Osler, Wink & Gwyn, Barristers
Gore Paper Mills, John Fisher & Son, Proprietors
Forsyth & Co., Agricultural Implements, &c
J. P. Billington, Agricultural Implements

GALT, COUNTY OF WATERLOO.

Canadian Bank of Commerce. G. H. Patterson, Manager.
Merchants' Bank of Canada Wm. Cook, Manager.
Royal Canadian Bank. Jno. Carvers, Manager.
Galt Collegiate Institute. Wm. Tassie, M.A., Head-Master.
Dumfries Foundry. Goldie & McCulloch, Proprietors Founders, Millwrights, Engineers, &c.
Galt Foundry and Machine Works. Cameron & Co., Proprietors. Founders, Machinists, and Engine-Builders.
Canada Nut Works. Cameron & Co., Proprietors. Agricultural Implements.
Cant, Gourlay & Co., Wood-Working Machinery.
Galt Machine Works. Cant, Gourlay & Co., Proprietors. Steam-Engines, portable and stationary.
John Fleming, Staple and Fancy Dry Goods, &c.
"Dumfries Reformer." Anderson Bros., Proprietors
"Galt Reporter." Jaffray Bros., Proprietors
Galt Mechanics' Institute J. P. Brown, President
S. Richardson, M.D., Physician and Surgeon
Jas. Todd, Commission Merchant
Richard Blain, Merchant Miller
Victoria Steam Bending Works Robert Scott, Proprietor Hubs, Spokes, Felloes, &c

GODERICH, COUNTY OF HURON.

Robert Runciman, Manager Goderich Foundry and Manufacturing Company Make Steam-Engines and Boilers, Flour and Saw Mills, Stave, Shingle, and Heading Machines
A. M. Ross, Manager Canadian Bank of Commerce
A. Armitage, International Salt Works
F. A. Robertson, Forwarder and Commission Merchant
Ira Lewis
I. Gibbons, Sheriff of County of Huron.

GUELPH, COUNTY OF WELLINGTON.

CHIEF OFFICIALS.
1875.

Mayor.........Robert Melvin.
Clerk and Treasurer ...John Harvey.
Police Magistrate. Thos. W. Saunders
Chief of Police Jonathan Kelly
Market Clerk... Walter King

Massie, Paterson & Co., Wholesale Merchants and Importers of Teas and General Groceries.
H. Clearihue & Co., Wholesale Merchants and Importers of Crockery, &c.
Massie & Campbell, Wholesale Merchants and Manufacturers of Biscuits and Confectionery
C. & A. Sharpe, Wholesale Seed Merchants
W. D. Hepburn & Co., Wholesale Boot and Shoe Merchants and Manufacturers
John Horsman, Wholesale Iron Merchant and Importer of Hardware
Robert Stewart, Planing Mill and Lumber Merchant.
Robert Crawford, Manufacturer and Dealer in Watches.
W. Bell & Co., Manufacturers of Organs and Dealers in Music, &c
Wilkie & Osborne, Patentees and Manufacturers of Osborne Sewing Machine
Charles Raymond, Manufacturer of Raymond Sewing-Machine
J. P. McMillan, Barrister.
A. Lemon, Barrister
Donald Guthrie, Barrister
A. H. McDonald, Barrister.
S. Shaw, Esq., Merchant Tailor.
J. B. Armstrong, Esq., Carriage Manufacturer.
Grange, Esq., Sheriff County Wellington.
W. Reynolds, Treasurer County Wellington
G. W. Sandilands, Manager Canadian Bank of Commerce.
J. Robertson, Manager Bank of Montreal.
E. Morris, Manager Ontario Bank.
Loretto Convent.

INGERSOLL, COUNTY OF OXFORD.

M. Sorley.................Mayor.
Noxon Bros., Iron Founders and Manufacturers of Mowing, Self-Raking, Reaping, and Sawing Machines, Grain Drills, Cultivators, &c.
Dr. Scott, Physician, &c.
D. Kemp, Agent of Merchants' Bank
Ch. E. Chadwick, Manager Niagara District Bank.
E. Casswell, Cheese, Butter, and Bacon Factor.

KINGSTON, COUNTY OF FRONTENAC.

CHIEF OFFICIALS.
1875

Mayor ......Michael Sullivan.

Police Magistrate ……Maxwell W Strange
City Clerk … Michael Flanagan
City Treasurer William Ireland
City Solicitor … James Agnew
Chief of Police Sylvanus B Hance
City Engineer John C. Innes

Bank of Montreal, R. M Moore, Manager
Bank of British North America George Durnford, Manager
Merchants' Bank of Canada, D Fraser, Manager
H. & W. J. Crothers, Bakers
Macnee & Waddell, Dry Goods Wholesale
Canada Engine and Machinery Co H Nuthall
A. Gunn & Co Wholesale Grocers
James Swift, Insurance Agent
Weber & Co, Piano Manufacturers
Wm Power & Co, Ship Builders
Lake Ontario and Bay of Quinte Steamboat Routes, C F Gildersleeve, Owner
Kingston Penitentiary
Rockwood Asylum

MERRITTON,
COUNTY OF LINCOLN.

St Catharine's Paper Mills, Merritton Ont J Riordon Proprietor
Wait & Dolan, Cotton Manufacturers Merritton, Ont

MITCHELL,
COUNTY OF PERTH.

Thompson & Williams Manufacturers of Reapers and Mowers Cultivators and Cotton Drills &c
R P Freeman Manager of Merchants' Bank

NEW MARKET,
COUNTY OF YORK.

Mr Nason Principal of High School
Dr. Nash Physician &c
J. Cawthra Manager Royal Canadian Bank

OSHAWA,
COUNTY OF ONTARIO.

Joseph Hall Manufacturing Co Manufacturers of Reaping and Mowing Machines
Oshawa Stove Manufacturing Co J Carmichael Pres
J McClellan, Manager Dominion Bank
Oshawa Cabinet Company Manufacturers of Furniture &c
Dr. Martin, Physician, &c
R McGee, Barrister

PARIS,
COUNTY OF BRANT.

Brown Company, Manufacturers of Nuts and Bolts
Charles Whitlaw, Miller
John Penman, Knitting Factory
George Angus, Planing Mills &c

PETERBORO,
COUNTY OF PETERBOROUGH.

Bank of Toronto, J. Murray Smith, Manager
Canadian Bank of Commerce, R. W Smylie, Manager
Bank of Montreal, F. J Lewis, Agent
The Ontario Bank, Geo. Shaw, Manager.
Hoffman House, Allan F. Hoffman Proprietor.

PORT COLBORNE,
COUNTY OF WELLAND.

Niagara District Bank, Thos. Nasmith, Manager.
L. G. Carter & Co., Dry Goods, &c.
Wm. A. Booth, Collector of Customs, &c
Neff & Misener, School Apparatus, &c.

PORT HOPE,
COUNTY OF DURHAM.

Bank of Montreal, R. A. Macgregor, Agent
Bank of Toronto A. Morgan Cosby, Manager
The Ontario Bank G. H. G McVity, Manager
Edmund S Minton, Lumber Dealer
Midland Railway of Canada, A Hugel, Pres

PORT HURON,
MICHIGAN, U. S.

Duncan McKellar, Albion Ho
A. L. Stebbins, Esq, Lumber Merchant

PORT STANLEY,
COUNTY OF ELGIN.

S Shepard Grain Dealer
John Ellison Contractor and Boat Builder

PRESCOTT,
COUNTY OF GRENVILLE.

Merchants' Bank of Canada, J. J Harper, Agent
Daniels Hotel, L. H Daniels Proprietor

PRESTON,
COUNTY OF WATERLOO.

Otto Klotz Hotel Keeper Notary Public &c
A. A. Erb & Brothers General Merchants Millers &c

SANDWICH,
COUNTY OF ESSEX

Assumption College Rev Dennis O'Connor Principal
J Wallace Askin County Registrar
Frank E Marentette, Esq

SARNIA,
COUNTY OF LAMBTON.

J. W. Nisbet, Manager Canadian Bank of Commerce
W L Creighton, Manager Bank of Montreal
James Gowans, Barrister, &c
William Vidal Barrister &c
Daniel Clark, Barrister, &c
A. MacLean Physician
Drs. Buck and Fraser, Physicians
P T Poussett, Esq
Penton & Craise Lumber Merchants
Rev Boubat, Parish Priest
J. Flintoft, Jr, Sheriff of Lambton

SEAFORTH,
COUNTY OF HURON.

Gray, Young & Sparling, Proprietor Eclipse Salt Works
A. Armitage, Proprietor Salt Works and Commission Merchant
Coleman & Gouinlock, Proprietors Salt Works
Cavanagh & Armitage, Forwarders and Commission Merchants

SIMCOE,
COUNTY OF NORFOLK.

Bank of Montreal, F. F. Blackader Manager
Canadian Bank of Commerce F W Holmsted, Manager
Federal Bank, Henry Groff, Manager.
N. C. Ford, General Merchant and Miller.
Hugh Holmes, General Merchant.
Wm. Wilson, Merchant, Miller, &c

Duncombe & Matheson, Barristers at Law
H. A. Hardy Barrister, &c.
Tisdale, Livingstone & Robb, Barristers, &c.
Duncan Campbell, Banker, &c

STRATFORD,
COUNTY OF PERTH

Thompson & Williams' Manufacturing Co, Manufacturers of Stationary and Portable Engines Machinery for Saw Mills Grist Mills, Water Works on the Holly System
H. Campbell, Manager Royal Canadian Bank
James Fisher Barrister
J Smith Barrister
Robert Rutherford Insurance Ag't
William Workman, Hardware Merchant
James Corcoran, Groceries, Wholesale and Retail
A. J O'Higgins, Grocer Wholesale and Retail
Rev Kilroy, Parish Priest.
S Robb County Registrar
Andrew Monteith, M.P, County Treasurer

ST. MARY'S,
COUNTY OF PERTH.

W V Hutton, Esq

ST. THOMAS,
COUNTY OF ELGIN.

Molson's Bank, Thos. Blaketey Manager
Merchants' Bank of Canada, A. M Crombie, Manager
J. Boulton, Barrister at Law.
A. McLachlin Bookseller and Publisher of the *Canadian Home J*
Colin MacDougall, M.P Barrister &c
Canada Southern Railroad L. D Rucker, General Manager
Hensell Ellis Solicitor and Notary Public
J. H Wilson, M.P.P., Physician and Surgeon
D McLarty Physician and Surgeon
Jehiel Mann, Barrister at Law
Geo. T Claris Banker and Broker General Agent and Insurance Agent.
Horsman & Horsman Hardware and House Furnishings
William J White Solicitor, &c.
C. A Flagg, Civil Engineer
Metcalfe, Morse & Oill Lumber Dealers, Planing Mills, Contractors, &c
D. J. Hughes County Judge
James Farley, Clerk of the Peace Elgin Co
St. Thomas Tannery M. T. Moore, Proprietor, Manufacturer and Dealer in Leather, Hides, &c
Rev. W. Flannery, Pastor R. C Church.

THOROLD,
COUNTY OF WELLAND.

Canadian Bank of Commerce, W J. Robertson, Manager
Quebec Bank, G W Henry, Agent.
Royal Fire and Life Insurance Co of England, W. J Robertson, Agent
J. & H Beatty & Co, Proprietors of Beatty's Sarnia Steamboat Line
Beatty & Son, Lumber Dealers, Saw Mills, &c.

WALKERVILLE,
COUNTY OF ESSEX

Hiram Walker & Sons, Distillers, Walkerville

WATERLOO,
COUNTY OF WATERLOO.

Merchants' Bank of Canada, D. M. Harman, Agent.

George Randall & Co., Millers, Distillers, General Merchants, and Importers
Waterloo County Mutual Fire Insurance Co. C. W. Taylor, Secretary
Ontario Mutual Assurance Company, M Hendrie, Secretary

WHITBY,
COUNTY OF ONTARIO

Brown & Patterson, Iron Founders and Manufacturers of Reaping and Mowing Machines
J Hamer Greenwood, Mayor of Town and Barrister
Ontario Ladies College J. J. Hare Professor
J Holden, Manager of Port Whitby and Port Perry Railroad
H. B. Taylor, Manager of Dominion Bank.

WINDSOR,
COUNTY OF ESSEX.

James Dougall, Chairman High School Trustees
Donald Cameron Mayor
S. S. McDonnell County Attorney of Essex
D Bethune, Barrister
Albert Prince, M P P, Barrister
Cameron & Cleary, Barristers
Charles E. Casgrain Physician
Francis Smith, Surgeon Dentist
W. J. Slater, Surgeon Dentist
J. G. Orchard, Manager Canadian Bank of Commerce
H R Morton Merchants' Bank
C D Grasett, Molson's Bank
McGregor Brothers Bankers
William Rolfe, Hardware Merchant
Campbell Davoust & McIntosh Lumber Merchants
Wright & Tisdall, Manufacturers of Fine-Cut Chewing and Smoking Tobacco Cigars

WOODSTOCK,
COUNTY OF OXFORD.

Canadian Literary Institute, J. I Wells Professor Comprising a Theological Department under the Baptist denomination, and a Collegiate and Literary Department for both sexes. Affiliated with Toronto University for preparing students in Arts, Law, and Medicine

ST. JOHN, N. B.

CITY GOVERNMENT
1874 5

Mayor … A. Chipman Smith, Esq.
Recorder … W. H. Tuck, Q.C. D.C.L.
Common Clerk … B. Lester Peters, Q.C.
City Chamberlain Wm Sandall.
City Engineer … Hurd Peters.
Auditor … G. W Smith
Chairman Water Commissioners Edward E. Lockhart
Chief Engineer Fire Department … Thomas Martin
Police Magistrate Humphrey T. Gilbert
Chairman School Trustees … John Boyd

Chairman of Town of Portland … Edwin Fisher.

AGENTS.

Dun, Wiman & Co., Commercial Agency, Market Square
Joseph R. Stone, Eastern Express Co., Prince William.
W. H. Olive, Custom House Broker, Railway and Steamboat Agent, 130 Prince William
Thomas Alcock, Grand Trunk R. R., Prince William.
Donald Murray & Co., Commercial Agency, Bayard's Building
Robert T. Clinch, Sup't W. Union Telegraph Co.
F. H. Small, Passenger Agent, G. T. Railway.

ARCHITECTS.

D. E. Dunham … 108 Prince William
Mozart & Stewart
McKean & Fairweather

AUCTIONEERS.

Stewart & White … 87 Prince Wm
Hall & Hannington … Prince Wm
Lockhart & Chipman, 76 Prince Wm

BANKERS.

James D Lewin, President of Bank of New Brunswick
E. C Jones, Manager Bank of Montreal
Wm Pitcaithly, Manager Bank of Nova Scotia
Thomas Maclellan, Manager Bank of British North America
Simeon Jones & Co. … Prince Wm
James Domville, M.P., President of Maritime Bank

BARRISTERS.

A. L. Palmer, Q.C., M.P … Princess
S. R. Thomson, Q.C. … 74 Prince Wm
Charles W Weldon, Q.C. … Princess
Fred E. Barker, D.C.L. … Canterbury
C. N Skinner, Q.C., Judge of Probate
E. McLeod … Princess
Charles Duff, Q.C. … Princess
Harrison & Burbidge … 12 Princess
Morrison & King 106 Prince William
W. H. Tuck, Q.C. … Princess
Forbes & Sinnott 59 Prince William
H. C Macmonagle 43 Prince William
A. A. & R. O. Stockton Prince Wm
Pugsley, Crawford & Pugsley Prince William
James J. Kaye … 14 Princess
David S Kerr … 21 Prince William
W. C. Perley … 10 Canterbury
B Lester Peters, Q.C … City Hall
Wm Wedderburn, M.P.P., 11 Princess
John Albright … 100 Prince William

BOOTS AND SHOES
Wholesale.

Robinson & Ralston … Union
M. Francis & Sons … Paradise Row
Joseph H Valpey, 70 Prince William

BRASS FOUNDERS.

T. McAvity & Sons, 5, 7, and 9 Water
Wales & Green … 77 and 79 Mill
Harris Allan … 15 Water

BREWERS.

Simeon Jones … Union

Chemical Manufactory.

James I. Fellows Fellows' Hypophosphites

Clothing, Wholesale.

Daniel & Boyd … Market Square
T. R. Jones & Co. 21 to 25 Canterbury
Everitt & Butler … 55 King

COAL DEALERS.

R P & W F Starr … Smythe
John Lloyd … 1 Union
F McCarthy … Water

Commission and Shipping Merchants.

James Domville, M.P., 9 North Wharf.
Hilyard & Ruddock … Robertson pl
Wm. Thomson & Co. … 1 Smythe
George E. Snider … Roberson pl
Scammell Bros … 6 Smythe
Chas. McLauchlin & Sons, 21 North Wharf
Hall & Fairweather, 7 and 8 South Wharf
Quill & Goodwin, Reid's Building, Water.
D. V. Roberts … Water
Berton Brothers … 59 Dock.
D. D. Robertson & Co. … Smythe.
Alfred T. Clark … Smythe.
D. J. McLaughlin, Jr., corner North Wharf and Nelson
Gilbert & Co. … Prince William.
Troop & Son … 71 Water.
Turnbull & Co, 14 and 15 South Wharf.
Small & Hatheway … 39 Dock.
M. D. & H. A. Austin … Indiantown.
Enoch Lunt & Sons, Express Line Steamers, Dock.
J. & W. F. Harrison, 16 North Wharf
Thomas Furlong … Prince and Water.
Magee Brothers … 84 Water.
R. P. & W. F. Starr … Smythe.
John W. Nicholson, cor. Nelson and Robertson pl.

H. W. CHISHOLM, International S. S. Co., Reed's Point Wharf.
GEORGE F. SMITH...15 North Wharf.
Z. RING.....Nelson.
VROOM & ARNOLD.....Smythe.
JAMES JORDAN.....Lawton's Wharf.
GEORGE S. DEFOREST, 11 South Wharf.
LUKE STEWART.....22 North Wharf.
BARBOUR BROS., 9 and 10 South Wharf.
V. GRAVES.....Nelson.
HALL & HANNINGTON, 75 Prince William.
KINNEAR BROS.....Merritt's Wharf.
J. & S. LEONARD .....12 Nelson.
JOHN MELICK.....35 Water.
THOMAS PATTON.... 4 South Wharf.
C. H. WRIGHT & CO.....11 Water.
THURGAR & RUSSELL, 13 North Wharf

CONFECTIONERS,
Wholesale.

J. R. WOODBURN & CO., 25 and 27 Waterloo
S. F. MATHEWS (wholesale and retail), 24 Charlotte.

COTTON MILLS.

NEW BRUNSWICK COTTON MILLS, Wm Parks & Son.

Dry Goods, Wholesale.

DANIEL & BOYD.....Market Square.
L. H. DEVEBER & SONS, Prince William
JOHN VASSIE & CO.....Canterbury.
EVERITT.....King.
THOS. R. JONES & CO....Canterbury
J. & J. HEGAN.....Prince William
BEARD & VENNING. .Prince William.
JOHN ARMSTRONG & CO., Prince William.

Dry Goods, Retail.

BEARD & VENNING, 40 Prince William.
J. & J. HEGAN.....29 Prince William.
MANCHESTER, ROBERTSON & ALLISON, 27 King
FAIRALL & SMITH..52 Prince William
LANSDOWNE & MARTIN, 36 Prince William
M. C. BARBOUR ..48 Prince William
W. W. JORDAN . ...2 Market Square
BARNES, KERR & CO., 3 and 4 Market square.
JAMES ADAMS & CO.....8 King
LIKELY, CAMERON & GOLDING, 55 King
JAMES MASSON.....4 and 6 King.

Drugs, Paints, etc.

A. CHIPMAN SMITH..1 Market Square
T. B. PARKER & SONS.....31 King.
GEORGE STEWART, JR .....24 King.
R. D. MCARTHUR.. ....46 Charlotte.
LAWTON BROS ..... 2 King square
HANNINGTON BROS., cor. King and Germain.

Grocers, Wholesale.

L. H. DEVEBER & SONS, 47 Prince William
JARDINE & CO. ...39 Prince William
BERTON BROS.....59 Dock
LOGAN & LINDSAY.....62 King.
GEORGE ROBERTSON.....6 Water.
R. E. PUDDINGTON & CO. (wholesale and retail), 44 Charlotte.
LEE & LOGAN..... .....16 Dock.
W. D & H. A. AUSTIN.....Indiantown

Hats Caps, and Furs.

C. & E. EVERITT.....17 King
D. MAGEE & CO .....51 King.

HOTELS.

VICTORIA HOTEL, J. A. Edwards, Manager, Germain
WAVERLY HOUSE, John Guthrie, Proprietor, King.

INSURANCE AGENTS, Accident.

M & T. B ROBINSON, Travelers, 8 Princess.
IRA CORNWALL, Jr., Citizens', 23½ Princess.

INSURANCE AGENTS, Fire.

WM. M. JARVIS, L. and L. and Globe Ins. Co., 15 Princess
C. E. L. JARVIS, Queen...15 Princess.
ROBERT MARSHALL, Imperial, Etna, and Hartford, 23 Prince William.
JAMES J. KAYE, Royal Ins Co., 3 Princess.
L. J. ALMON, Northern Assurance Co., 16 Princess.
H. R. RANNEY, Guardian Fire and Life, 78 Prince William.
HENRY JACK, North British and Mercantile, Princess.
M. & T. B. ROBINSON, Royal Canadian, 8 Princess.
W. C. PERLEY, Scottish Imperial, 10 Canterbury.

INSURANCE AGENTS, Life.

THOS. A. TEMPLE, Metropolitan, 104 Prince William.
JAMES C. BENN, Union Mutual, Academy of Music Building.
ROBERT MARSHALL, New York Life, 23 Prince William.
H. R. RANNEY, Equitable Life, 78 Prince William.
IRA CORNWALL, Jr., Mutual Life Ass'n of Canada, 23½ Prince William.
JAMES J. KAYE, Royal Ins. Co., 3 Princess.
W. C. PERLEY.....3 Princess.

INSURANCE AGENTS, Marine.

HENRY R. RANNEY, Ins. Co. of North America, State of Pennsylvania, Security, and Delaware Mutual, 78 Princess.
ROBERT MARSHALL, Montreal, British America, and New Brunswick Lloyds, 23 Princess.
VROOM & ARNOLD, Union, Ocean Marine, and Boston Ins. Cos., Smythe.
JAMES G. JORDAN, Atlantic Ins. Co
THOS. A. TEMPLE & SON, Millville Mutual and Pacific Ins. Cos., Princess.

IRON FOUNDERS and Machinists.

JAS. HARRIS & CO. ... .Portland.
ALLAN BROS.....15 and 15 Water
WM. E. EVERITT..130 to 140 Brussels
GEO. FLEMING & SONS, Phenix Foundry, Pond
ADAM YOUNG.....Water

Iron and Hardware,
Wholesale.

L. & F. BURPEE & CO., Prince William
JAS. L. DUNN & CO....North Wharf
GEO. CARVILL.....Nelson
THOS. MCAVITY & SONS.....Water
W. H. THORNE.....Market Square
KERR & THORNE.....Prince William
T. ROOF & WRIGHT.....Water
RICHARD THOMPSON, also Jewelry, Silver Ware, etc., Market Square
PRITCHARD & SON...Merritt's Wharf.
A. YEATS & SONS..... Union.

Iron and Rolling Mills.

OLDBROOK ROLLING MILLS, James Domville & Co., Agents.

Lumber Merchants.

ANDRE, CUSHING & CO., 102 Prince William.
ALEX. GIBSON.... .....Nashwaak
E. D. JEWETT & CO.....Smythe
FRANCIS FERGUSON..Rankin's Wharf.
GEO. MCLEOD.....87 Water
ROBERT RANKIN & CO...Straight Shore
GUY, STEWART & CO.....71 Water
BAKER & RANDOLPH.
CARVILL, MCKEAN & CO., Walker's Wharf.
MILLER & WOODMAN.....Indiantown
H. W. WILSON...102 Prince William.
E. G. DUNN .....Union st., Carleton.
JEWETT BROTHERS.....Smythe
JAS. C. MACKAY.....Lawton's Wharf
D. J. MCLAUGHLIN.....1 Nelson

Medical Profession.

DR. WILLIAM BAYARD.....Germain
DR. S. B. BOTSFORD.....Germain
DR. JOHN BERRYMAN.....Princess.
DR. H. GEO. ADDY.....Union.
DR. S. Z. EARLE.....Union.

NAIL AND TACK Manufacturers.

JAS. DOMVILLE & CO..9 North Wharf.
S. R. FOSTER & SON.....George
E. R. MOORE & CO....66 and 68 Mill

NEWSPAPERS.

WILLIS & MOTT, Daily News, Canterbury.
WM. ELDER, St. John Telegraph, Prince William
J. V. ELLIS, Evening Globe, Prince William.

PATENT MEDICINES.

H. L. SPENCER.....20 Nelson.
J. I. FELLOWS.....56 Germain.

Planing Mills and Sash, Doors, and Blinds.

JOHN E. TURNBULL.....5 and 7 Main.
A. CHRISTIE & CO.....5 Waterloo.
FAIRBANKS & HAWES.....City road.

Religious and Charitable Institutions.

† JOHN SWEENY.....Bishop's Palace.
CHRISTIAN BROTHERS.....Sydney.
SISTERS OF CHARITY.....Waterloo.
SISTERS OF THE SACRED HEART.
REV. E. DUNPHY, Parish Priest, Carleton.

YOUNG MEN'S CHRISTIAN ASSOCIATION, Charlotte.

SHIP-CHANDLERS.

C. H. WRIGHT & CO.....11 Water
GEO. F. SMITH.....15 North Wharf.
CHAS. E. SCAMMELL & CO....Smythe.
JOHN WALKER & CO.....Ward.

SILVER WARE and Fancy Goods.

RICHARD THOMPSON..5 Market square.
KERR & THORNE..42 Prince William.

Steamship Lines.

INTERNATIONAL S. S. CO., H. W Chisholm, Agent.
ANCHOR LINE S. S. CO. Scammell Bros., Agents.
EXPRESS LINE, Enoch Lunt & Sons, Proprietors
UNION LINE, Small & Hatheway, Proprietors.

TANNERS.

WM PETERS . .135 and 137 Union
CHAS. H PETERS..181 and 183 Union.

Tobacco Manufacturers.

JOHN D. ROBERTSON & CO..21 Water.

WATCHMAKERS and Jewellers.

RICHARD THOMPSON..5 Market square
PAGE BROS.....41 King.
GEO HUTCHINSON, JR., 381 Prince William.

Wholesale Liquors.

J. W NICHOLSON.... .Robertson pl.
THOS. FURLONG..... ....Water.
JAMES DEVER..... .....12 Dock.
THURGAR & RUSSELL 13 North Wharf
LEE & LOGAN.....16 Dock.
STEPHENS & FIGGURES, 36 to 40 Dock.

OFFICERS OF THE DOMINION GOVERNMENT IN ST. JOHN.

District - Deputy Adjutant-General.....LT.-COL. G. J. MAUNSELL.
Collector of Customs.....JAS. R. RUEL, Esq.
Auditor.....WM. SEELY.
Assist. Receiver General.....R. W. CROOKSHANK.
District-Inspector Inland Revenue.....THOS. HANFORD.
Marine and Fisheries Agent.....J. H. HARDING.
Immigration Ag't.ROBERT SHIVES.

FREDERICTON, N. B.

CHIEF OFFICIALS.
1875

Mayor.....EDW. L. WETMORE.
City Clerk.....CHAS. W. BECKWITH.
City Auditor.....P. MCPEAKE.
City Treasurer....JOHN EDWARDS.
City Marshal.....CHARLES BRANNEN.
Chief Engineer....DANIEL CASEY.
Chairm'n of School Trustees.....A. F RANDOLPH.

BANKS.

BRITISH NORTH AMERICA, Queen, Fredericton.
PEOPLES', Queen, Fredericton.

Book and Stationery *Stores.*

H. A. CROPLEY....Queen, Fredericton.
M. S. HALL.....Queen, Fredericton.

BRIDGE-BUILDER.

A. E. KILLAM, Petitcodiac, Westmoreland.

CIVIL ENGINEER.

JOHN C. BROWN.....St. Stephen.

CIVIL SERVICE.

JAS. S. BEEK, Auditor-General, Charlotte, Fredericton.
HON. JUDGE WILMOT, Ex-Governor (retired), Regent, South End, Fredericton.

CONSULS.

J. DEVEREAUX, American, Queen Hotel, Fredericton.

HOTELS.

BARKER HOUSE....Queen, Fredericton.
QUEEN HOTEL ....Queen, Fredericton.

LAND AND RAILWAY Offices.

HON. J. A. BECKWITH, Agent for N. B & N. S. Land Co.
ALFRED WHITEHEAD, Agent for N. B. Railway Co.

LUMBER DEALERS.

HON. G. D. BAILEY, Grand Lake, Queens.
HON. BENJ. BEVERIDGE, Tobique, Victoria.
GEO. BURCHILL.....Miramichi
JUSTUS FAIRLEY, Boiestown, Northumberland.
JOHN FAIRLEY, Boiestown, Northumberland.
HON. R. HUTCHISON.....Miramichi.
G. G. KING.....Grand Lake, Queens.
T. W. LONGSTAFF.. Canterbury, York.
ALEX. MORRISON.....Miramichi.
J. A. MORRISON, Lower End, Fredericton.
GEO. MORROW.....Sunbury
HON. WM. MURHEAD.....Miramichi
JOHN PICKARD, M.P., Regent, Fredericton.
ALLAN RITCHIE.....Miramichi.
ROBERT ROBINSON, M.P.P., St. Andrews.
THOS. TEMPLE, Brunswick, Fredericton.
H. G. VANCE.....Queens.
E. WILLIAMS.....Queens.
JAMES MURCHIE, M.P.P....St. Stephen.

Merchant Tailors.

JAMES R. HOWIE, Queen, Fredericton.

Schools and Colleges.

DR. W. B. JACK, President University of N. B., Fredericton.
DR. THEODORE H. RAND, Chief Superintendent Education, Fredericton.

SCHOOLS.

J. L. INCHES, Secretary, Barker House, Fredericton.
GEORGE STEWART, Teacher, Maugerville, Sunbury.

SURVEYORS
(Crown Lands and Lumber.)

EDWARD JACK....Queen, Fredericton.
J. A. MCCALLUM, St. George, Charlotte.
E. J. SMITH, M.P.P.... .....Shediac.

SACKVILLE, N. B.

DAVID ALLISON, LL.D., Principal Mt. Allison College and Academy.

BANKS.

BRITISH NORTH AMERICA, Queen, Fredericton.
PEOPLES', Queen, Fredericton.

Book and Stationery
Stores.

H. A. CROPLEY....Queen, Fredericton.
M. S. HALL.....Queen, Fredericton.

BRIDGE-BUILDER.

A. E. KILLAM, Petitcodiac, Westmorland.

CIVIL ENGINEER.

JOHN C. BROWN.....St. Stephen.

CIVIL SERVICE.

JAS. S. BEEK, Auditor-General, Charlotte, Fredericton.
HON. JUDGE WILMOT, Ex-Governor (retired), Regent, South End, Fredericton.

CONSULS.

J. DEVEREAUX, American, Queen Hotel, Fredericton.

HOTELS.

BARKER HOUSE....Queen, Fredericton.
QUEEN HOTEL....Queen, Fredericton.

LAND AND RAILWAY Offices.

HON. J. A. BECKWITH, Agent for N. B & N. S. Land Co.
ALFRED WHITEHEAD, Agent for N. B. Railway Co.

LUMBER DEALERS.

HON. G. D. BAILEY, Grand Lake, Queens.
HON. BENJ. BEVERIDGE, Tobique, Victoria.
GEO. BURCHILL.....Miramichi
JUSTUS FAIRLEY, Boiestown, Northumberland.
JOHN FAIRLEY, Boiestown, Northumberland.
HON. R. HUTCHISON.....Miramichi.
G. G. KING.....Grand Lake, Queens.
T. W. LONGSTAFF.. Canterbury, York.
ALEX. MORRISON..... Miramichi.
J. A. MORRISON, Lower End, Fredericton.
GEO. MORROW.....Sunbury
HON. WM. MURHEAD.....Miramichi
JOHN PICKARD, M.P., Regent, Fredericton.
ALLAN RITCHIE.....Miramichi.
ROBERT ROBINSON, M.P.P., St. Andrews.
THOS. TEMPLE, Brunswick, Fredericton.
H. G. VANCE.....Queens.
E. WILLIAMS.....Queens.
JAMES MURCHIE, M.P.P....St. Stephen.

Merchant Tailors.

JAMES R. HOWIE, Queen, Fredericton.

Schools and Colleges.

DR. W. B. JACK, President University of N. B., Fredericton.
DR. THEODORE H. RAND, Chief Superintendent Education, Fredericton.

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E. J. SMITH, M.P.P.....Shediac.

SACKVILLE, N. B.

DAVID ALLISON, LL.D., Principal Mt. Allison College and Academy.

HALIFAX, N.S.

CHIEF OFFICIALS.
1875.

Mayor.....JOHN A. SINCLAIR.
City Recorder..WILLIAM SUTHERLAND, Q. C.
City Treasurer..EDWARD G. W. GREENWOOD.
City Clerk.....THOMAS RHIND.
City Inspector of Assessments.JOHN L. BARRY.

ARCHITECTS.

DUMAREST & MCVEAU.....138 Hollis.
STIRLING & DEWAR.....180 Hollis.
H. B. SELLON.....68 Granville.
ELLIOT & BUSCH.....60 Bedford Row.

AUCTIONEERS.

JOHN D. NASH.....Granville.

BAKERS, Biscuit.

MOIR & CO.....128 Argyle.
HALIFAX STEAM BAKERY. J. J. Scriven, 383 N. Barrington.

BANKERS.

FARQUHAR, FOREST & CO..173 Hollis.
ALMON & MACKINTOSH.....160 Hollis.
W. L. LOWELL & CO.....165 Hollis.

BANKS.

MERCHANTS' BANK.....Bedford Row.
HALIFAX BANKING CO.....Water.
BANK OF NOVA SCOTIA.....Hollis.
PEOPLE'S BANK.....Duke.
UNION BANK.....Hollis.
BANK OF BRITISH NORTH AMERICA, Hollis.
BANK OF MONTREAL.....Granville.

BOOKSELLERS
and Stationers.

A. & W. MACKINLAY....137 Granville.
R. T. MUIR & CO.....139 Granville.
GEO. E. MORTON.....135 Granville.
E. KELLY & CO.....37 George.

BOOTS AND SHOES.

GEORGE S. YATES.....22 George.

BREWERS.

A. KEITH & SON, 74, 75, and 76 Lower Water.
FRASER, OLAND & CO..36 and 38 Duke.
W. T. ROOME & CO.....165 Albemarle.

Building Societies.

NOVA SCOTIA BUILDING SOCIETY, Granville.

Carriage-Builders.

JOHN M. DE WOLFE, cor. West and Robie, N. W. of the Common.

CHINA, GLASS,
and Earthen Ware.

J. R. JENNETT & CO.....176 Granville.
BALDWIN & CO.....227 Barrington.

CLUB-HOUSE.

HALIFAX CLUB.....Hollis.

Commercial College.

EATON & FRAZEE.....119 Hollis.

Druggists and Chemists.

AVERY, BROWN & CO.....George.
BROWN BROTHERS & CO., Buckingham.
FORSYTH & CO.....Hollis.
M. F. EAGAR.....Hollis.
THOS. DURNEY.....Water.
J. GODFREY SMITH.....147 Hollis.

Dry Goods, Importers
and Wholesale Dealers.

T. & E. KENNY.....108 Granville.
DOULL & MILLER.....184 Hollis.
JOHN MCDONALD & CO...117 Granville.
BURNS & MURRAY.....201 Hollis.
NEAL, WHITE & CO.....116 Granville.
W. & C. SILVER., cor. George and Hollis.
PETER GRANT & CO., 151 Granville, 66 Hollis.
ROBERTSON, MCLEOD & CO., Ordnance Square.

ANDERSON, BILLING & CO., .Granville.
J. B. ELLIOTT & CO.....132 Granville.
JENNINGS & CLAY.....152 Granville.
CHARLES ROBSON & CO..135 Granville.
JOHN SILVER & CO.....178 Granville.
SMITH BROS.....150 Granville.
SIRCOM & MARSHALL....155 Granville

Express Companies.

FISHWICK'S EXPRESS. F. W. Fishwick, 239 Hollis.

FANCY GOODS.

R. BALDWIN & CO.....174 Granville.

Fishermen's Supplies
and Commission Merchants.

WILLIAM BOAK.....O'Connor's Wharf
A. H. CROWE.....Lawson's Wharf
E. G. & C. STAYNER..Stayner's Wharf.

Flour and Produce
Dealers.

CARMAN, BLACK & CO., Dominion Wharf.
D. FALCONER.....249 Hollis
E. G. & C. STAYNER..Stayner's Wharf.

Founders and Machinists

W. S. SYMONDS & CO., Dartmouth. Office, 18 and 20 Duke, Halifax

FURNISHING GOODS.

F. C. ELLIOT.....21 George.

Furniture Manufacturers
and Dealers.

GORDON & KEITH....41-45 Barrington
A. STEPHEN & SON, Barrington, cor Prince

GAS COMPANY.

HALIFAX GAS COMPANY.....Gas Lamp

Grocers, Wholesale,
and General Merchants.

J. S. MACLEAN & CO., Jerusalem Warehouse
BAULD, GIBSON & CO.....Market Slip
ESSON & CO.....Central Wharf
JAMES SCOTT...Army and Navy Depot
J. R. FOSTER & CO.. 75 Upper Water
J. G. A. CREIGHTON & SON, 103 Upper Water
L. HART.....Lower Water
C. & W. ANDERSON, cor. Duke and Barrington.
ISAAC S. MURRAY....110 Upper Water
W. M. HARRINGTON & CO., 243 Hollis.
LORDLEY & STIMPSON, cor. George and Hollis.
CHARLES GRAHAM & CO., 25 Sackville
A. & W. SMITH.....8 Buckingham
WM. J. FRASER, Tobin's South Wharf
FORSYTH, HART & CO.....236 Hollis
LAWSON, HARRINGTON & CO., Commercial Wharf
JOHN TOBIN & CO....17 Upper Water
OUTRAM & CO., Sackville, opp. Bedford Row
PAYZANT & KING.....2 Bedford Row
S. A. WHITE & CO....71 Upper Water
JAMES BUTLER & CO...Butler's Wharf.
DANIEL CRONAN.....Cronan's Wharf.
W. P. WEST & CO.....West's Wharf
S. A. WHITE & CO...71 Upper Water
WILKINSON, WOOD & CO., Wilkinson, Wood & Co.'s Wharf
YOUNG, HART & CO., Hart & Co.'s Wharf.

Gent's Furnishing Goods

F. C. ELLIOT.....21 George.

Hats, Caps, and Furs.

WILLIAM WILSON.....184 Granville.

HOTELS.

HALIFAX HOTEL (H. Hesslien & Son, 97 and 99 Hollis.
INTERNATIONAL HOTEL (G. Rupert Johnson), 113 Hollis.
COMMERCIAL HOTEL (Emerson Bligh) 12 Buckingham.

Insurance Companies.

ACADIA FIRE INSURANCE COMPANY, 58 Bedford Row
ATLANTIC MARINE INSURANCE ASSOCIATION, 58 Bedford Row.
ROYAL CANADIAN INSURANCE COMPANY, cor. Prince and Bedford Row.
OCEAN MARINE INSURANCE ASSOCIATION, 52 Bedford Row.
NOVA SCOTIA MARINE COMPANY, 58 Bedford R
ÆTNA INSURANCE COMPAN
Scott, Agent, 111 Holli
PHŒNIX FIRE INSURANCE C
LONDON, Will Hare, Age
CANADA LIFE ASSURANCE C
W. Marling, Gen. Agent
lis.

Jewelry, Diamo
Watches, etc.

L. F. DARLING.....
M. S. BROWN & CO.....128
J. CORNELIUS.....90
W. H. NEWMAN.....110

Judges and Barr

CHIEF JUSTICE YOUNG....
JAMES THOMSON.....
S. L. SHANNON.....42 Be
W. SUTHERLAND.....18 S
E. H. HARRINGTON
C. SIDNEY HARRINGTON
HENRY & DALY.....58 Be
EDWIN D. KING.....42 Be
W. MYERS GRAY.....
MCDONALD & RIGBY.....
J. N. & T. RITCHIE.....
HENRY PRYOR Stipendiary

LEATHER AND Findings.

W. WHYTAL & CO.....
A. FORDHAM.....148 Up
JOHN H. BARNSTEAD, 24 Up

Lumber Manufac
and Dealers.

WM. CHISHOLM (Cascade M Harbour, N. S.) Benne
ISAAC K. MATHERS ..Bonn
FLEWELLING, ANDERTON & pool Wharf
JOHN HOGAN & SONS. Hoga

Marble Deale

GEO. A. SANFORD.....82 and
HALIFAX MARBLE WORKS Evans 73 Barr 2 on

Mercantile Age

DUN, WIMAN & CO.....
MURRAY, MIDDLEMAS & CO. Row

Merchant Tai

H. G. LAURILLIARD.....

NEWSPAPE

MORNING CHRONICLE.....
EVENING EXPRESS.....Be
CITIZEN.....

Oils Paints, Clas
Importers and Dea

THOMAS WALSH & CO., 78 an
JAMES REARDON.....42

Painters, Paper H
and Glaziers.

THOMAS WALSH & CO., 78 an
JAMES REARDON.....42

PHOTOGRAPH

W. NOTMAN.....

PIANOS, ORG and Music

J. P. HAGARTY.....120

PLUMBERS, S and Gas Fitte
Coppersmiths, and Br ders.

MACDONALD & CO., 160 172 also, 306 Barrington.
JOSEPH MUIRHEAD
WATSON & MYERS

PRINTERS

NOVA SCOTIA PRINTING CO. cor. Granville.

ROPE, CORD and Oakum

DARTMOUTH ROPE CO., Office, Bedford Row

. Scotia Marine Insurance Company, 58 Bedford Row.
A Insurance Company, A. W Scott, Agent. 111 Hollis.
nix Fire Insurance Company of London. Will Hare, Agent. Water.
dy Life Assurance Company, J V. Marling, Gen. Agent. 166 Hollis.

ewelry, Diamonds,
Watches, etc.

Darling ...132 Hollis
Brown & Co.....128 Granville
nelius.....99 Granville
. Newman.....110 Granville

dges and Barristers.

Justice Young.....21 South
s Thomson.....Granville
Shannon.....42 Bedford Row
therland.....18 South Park
Harrington.....22 Prince
oney Harrington.....22 Prince
y & Daly.....58 Bedford Row
n D King.....42 Bedford Row
ers Gray.....145 Hollis
nald & Rigby.....180 Hollis
& T. Ritchie.....180 Hollis
y Pryor, Stipendiary Magistrate

ATHER AND SHOE Findings.

Thytal & Co.....226 Hollis
rdham.....148 Upper Water
H. Barnstead, 24 Upper Water

mber Manufacturers
and Dealers.

Chisholm (Cascade Mills, Shediarbour, N. S.), Bennett's Wharf
K Mathers, Bennett's Wharf
elling, Anderton & Co., Lower Wharf
Hogan & Sons, Hogan's Wharf

Marble Dealers.

A Sanford.....82 and 84 Argyle
ean Marble Works, James' Avenue, 73 Barrington

ercantile Agencies.

Wiman & Co.....182 Hollis
ay, Middleman & Co., 44 Bedford Row

Merchant Tailors.

Laurilliard.....219 Hollis

NEWSPAPERS.

ing Chronicle.....Prince
ing Express.....Bedford Row
en.....Hollis

s Paints, Glass, &c.
Importers and Dealers.

as Walsh & Co., 78 and 80 Argyle
s Reardon.....42 Barrington

nters, Paper Hangers
and Glaziers.

as Walsh & Co., 78 and 80 Argyle
s Reardon.....42 Barrington

HOTOGRAPHERS.

otman.....39 George

IANOS, ORGANS, and Music.

Hagarty.....120 Granville

LUMBERS, STEAM and Gas Fitters,
ersmiths, and Brass-Founders.

onald & Co., 160 172 Barrington
lso, 306 Barrington.
ph Muirhead.....213 Hollis
son & Myers.....150 Hollis

PRINTERS.

Scotia Printing Co., Sackville, or. Granville.

ROPE, CORDAGE, and Oakum.

mouth Rope Co., Dartmouth
Office, Bedford Row

SEWING-MACHINES.

William Crowe.....133 Barrington.
J. D. Lawlor.....119 Barrington

Shipping and Commission Merchants.

S. Cunard & Co.....Water
Thomas A. S. DeWolf & Son, Agents Anchor Line S. S. Co. DeWolf's Wharf.
Boston and Colonial S. S. Co., J. F Phelan, Agent. Esson's Wharf, Water
Grand Trunk Railway, New England and Nova Scotia S. S. Co., George P. Black, Agent. Dominion Wharf
Eastern Steamship Co., J. Taylor Wood. Lower Water.

Ship-Chandlers and
Hardware Merchants.

Black Bros. & Co., 47 and 49 Upper Water
Albro & Sons.....Hollis cor Duke
Wm Stairs, Son & Morrow, Bedford Row
Robert Pickford...25 Upper Water
Bennett Bros.....Bennett's Wharf.
David Starr & Sons, cor. Duke and Hollis
Wm Robertson, head of Commercial Wharf
Edward Albro & Co., head of Mitchell's Wharf
Stairs & McNutt, 141 Upper Water
John T. Fraser & Co., 109 Upper Water
H. H. Fuller & Co., 41 Upper Water
Chipman.....14 16, 18 Sackville
Thomas Boggs & Co.....209 Hollis

SOAP AND CANDLE Manufacturer.

John P Mott.....34 Bedford Row

Skate Manufacturers.

Starr Manufacturing Co., 72 Bedford Row

Stoves, Ranges, etc.

J E Wilson.....245 and 247 Hollis
Kelly & Davidson.....224 Hollis
W S Symonds & Co 18 and 20 Duke.
N Russell & Co cor. Dundas and Portland, Dartmouth

WEST-INDIA and Commission Merchants.

Robert Boak & Son... Lower Water
Daniel Cronan.....Cronan's Wharf
John Taylor & Co....Taylor's Wharf
A. G. Jones & Co.....Long Wharf
Bremner & Hart.. Bremner's Wharf
James Butler & Co.. Butler's Wharf
John Cronan.....Cronan's Wharf.
A H Crowe.....Lawson's Wharf
F. C. Kinnear & Co.....Long Wharf
Lawson, Harrington & Co., Upper Water
G. P. Mitchell & Son, 212 Lower Water
Edward Morrison....Market Wharf
W H Richardson...Bremner's Wharf
John Tobin & Co., 17 and 19 Upper Water.
E. C Twining & Co., Stephen's Wharf
John M. Watson....Watson's Wharf
John T. & A. W. West, West's Wharf
W. E. West & Co....76 Upper Water
W. P. West & Co.....West's Wharf

WINES and LIQUORS,
Wholesale.

C. F. Vose & Co., cor. Hollis and Duke
Outram & Co., Sackville, opp. Bedford Row

WOOL, WOOL-SKINS, and Hides.

John Woodill.....182 Barrington

...

PICTOU, N. S.

CHIEF OFFICIALS
1875.

Mayor.....David Matheson.
Town Clerk and Treasurer.....George H. Elliott
Stipendiary Magistrate.....Daniel Hockin.

Auctioneer, Shipping
and Commission Merchant.

C. Dwyer.

BANK.

Pictou Bank.

Dry Goods Merchant.

Isaac A. Grant.....74 Water.

FLOUR MERCHANTS,
Wholesale and Retail.

Wm. Allard & Co.....Market Square.

GROCERS.

James Mainland.
M Morrison & Co.....Water.
Fred. W. Fraser.....Market Square.

General Merchants.

Primrose Bros.

INSURANCE COMP'Y.

Home Marine Insurance Association of Pictou. R. P. Grant

SHIP-CHANDLERS and Brokers.

B. Kirkpatrick & Co.
J. W Gordon

Shipping and Commission Merchants.

Noonan & Davis

...

YARMOUTH, N. S.

L. E Baker, President Bank of Yarmouth
Exchange Bank of Yarmouth
William Law & Co., Commission Merchants

..

CHARLOTTE-TOWN, P.E.I.

CHIEF OFFICIALS.
1875

Mayor.....Neil Rankin.
Recorder.....John Lawson, M.A., Q.C., D.C.L.
Treasurer.....George Moore.
City Clerk.....Peter Macgowan.
City Surveyor.....George Douglas
Chief Engineer.....Thomas Alley.
City Marshal.....Thomas Flynn

Auctioneer and Commission Merchant.

Neil Rankin, cor. Water and Pownall

BANKS.

Bank of P. E. Island...Great George
Merchants' Bank of P. E. I. .Water
Union Bank.....Great George
Merchants' Bank of Halifax..King

Barristers and Solicitors.

John Longworth.....Great George.
Louis N. Davies.....Great George
Palmer & McLeod.....Richmond
W. W. Sullivan.....Richmond
Edward J. Hodgson.....Water
R. R. Fitzgerald.....Great George.
F. De St. Croix Brecken.....Water.
T. B. Haviland.....Water.

BOOKSELLERS and Publishers.

Bremner Bros.....Queen.
Henry Harvey.....Queen.

DRUGGISTS and Apothecaries.

Wm. R. Watson.....Queen.
Dr. Dodd.....Queen.

DRY GOODS,
Dress Goods, and Millinery.

Geo. Davies & Co.....Queen.
J. D. Mason & Co.....Queen.
W. & A. Brown.....Queen Square.
Weeks & Findley.....Queen.
James Des Brisay.....Queen.
Beer & Sons.....King Square.
Daniel Brenan.....King Square.

GROCERIES and Provisions.

Owen Connolloy.....Queen.
John McEachern & Co.....Queen.
Daniel Brenan.....Queen.

HARDWARE.

Dodd & Rogers.....Queen.
Bourke, Son & Co.....Queen.
Wm. E. Dawson.....Kent.
Daniel Brenan.....Queen.
A. A. Baldwin & Co.....Queen.

Insurance Agents.

Fenton T. Newbery, Water. Agent for Imperial Fire Insurance Co. of London. Montreal Assurance Co. (Marine)
G. W. De Blois, Water. Agent for North British and Mercantile Insurance Co.
R. R. Fitzgerald, Great George. Agent for Liverpool, London, and Globe Fire Insurance Co. Phoenix Mutual Life Insurance Co. Canada Guarantee Co. The Accident Insurance Co. of Canada. Scottish Amicable Life Insurance Co.

PHYSICIANS.

W. W. Hobkirk.....Queen.
J. T. Jenkins.....Queen.
F. P. Taylor.....Great George.

SHIP-OWNERS
and General Merchants.

Peake Brothers & Co., cor. Queen and Water.
Carvill Brothers.....Queen.
L. C Owen.....King.
Daniel Davis.....Water.
Hyndman Brothers.....Queen.
James Duncan & Co.....Water.
Artemas Lord, cor. Water and Pownall
Fenton T. Newbery.....Water.
Macdonald & Owen.....Water
Wm. D. Stewart.....Queen.
James C. Pope.....Pope's Wharf.
Owen Connolloy.....Queen
Daniel Brenan.....Queen.
John Ings.....Water
Welsh & Owen.....King.

Steamship Agents.

Carvill Brothers, Agents for Quebec & Gulf Ports S. S. Co., Mitchell's Line, Boston & Halifax Lines
Fenton T. Newbery, Water. Agent for Liverpool, New-York, and Philadelphia Co., Inman Line, Anchor Line, Transatlantic Co., Lord, Major & Munn's Montreal Line.

SUMMERSIDE, P. E. I.

BANKS.

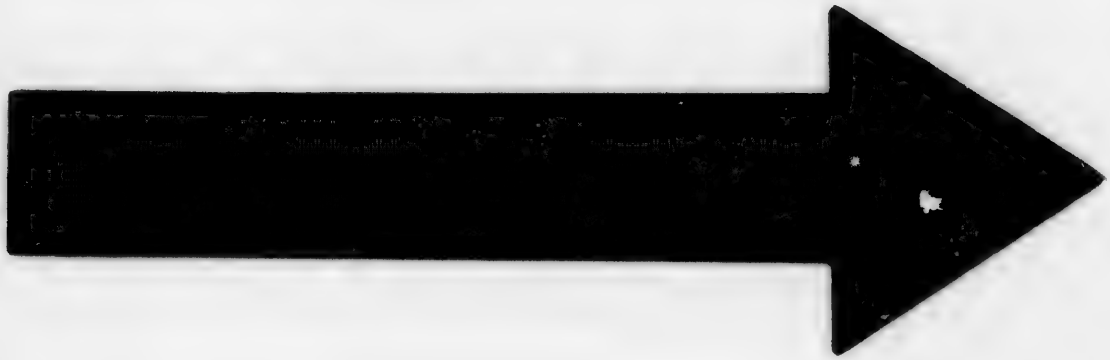
Union Bank
Merchants' Bank of Halifax.
Summerside Bank.

Barristers and Attorneys.

Thomas Kelley.
Albert J. McLerman.

General Merchants and Ship-Owners.

Richard Hunt.
Robert T. Holman.
John R. Calhoun
Thomas B. Hall.
Angus McMillan.
Miles & Gaffeney
John Lefurgey.
J. L. Holman.
David Rogers
James Muirhead
Stephen McNeill.



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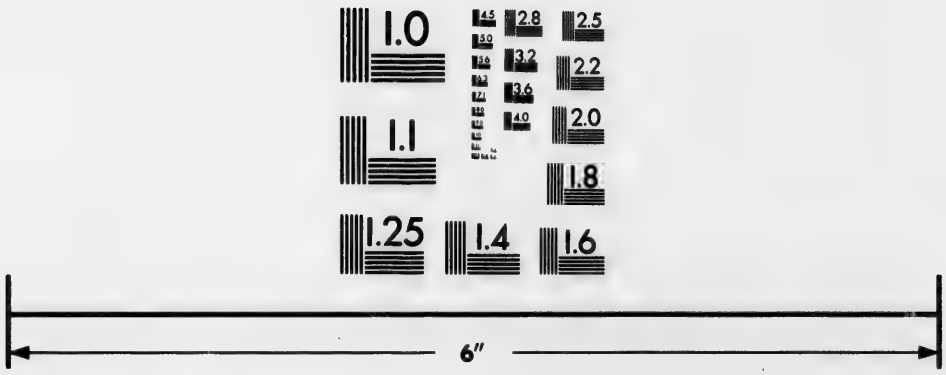

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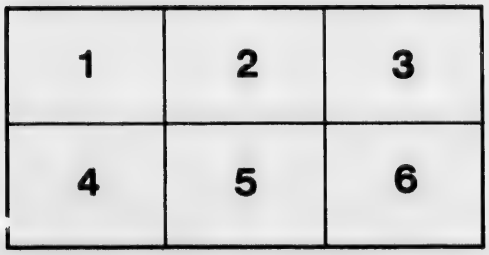

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OUR DEPORTMENT;

OR THE

MANNERS, CONDUCT AND DRESS

OF THE MOST REFINED SOCIETY;

INCLUDING

Forms for Letters, Invitations, Etc., Etc. Also, Valuable Suggestions on Home Culture and Training.

COMPILED FROM THE LATEST RELIABLE AUTHORITIES,

BY

JOHN H. YOUNG, A. M.

LIBRARY OF CANADA. PARLIAMENT

REVISED AND ILLUSTRATED.

Paris, Ont.:
JOHN S. BROWN.
1883.

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To go through this life with good manners possessed,
Is to be kind unto all, rich, poor and oppressed,
For kindness and mercy are balms that will heal
The sorrows, the pains, and the woes that we feel.

PREFACE.

NO one subject is of more importance to people generally than a knowledge of the rules, usages and ceremonies of good society, which are commonly expressed by the word "Etiquette." Its necessity is felt wherever men and women associate together, whether in the city, village or country town, at home or abroad. To acquire a thorough knowledge of these matters, and to put that knowledge into practice with perfect ease and self-complacency, is what people call good breeding. To display an ignorance of them, is to subject the offender to the opprobrium of being ill-bred.

In the compilation of this work, the object has been to present the usages and rules which govern the most refined American society, and to impart that information which will enable any one, in whatever circumstances of life, to acquire the perfect ease of a gentleman, or the gentle manners and graceful deportment of a well-bred lady, whose presence will be sought for, and who, by their graceful deportment will learn the art of being at home in any good society.

The work is so arranged, that every subject is conveniently classified and subdivided; it is thus an easy matter to refer at once to any given subject. It has been the aim of the com-

piler to give minutely all points that are properly embraced in a work on Etiquette, even upon matters of seemingly trivial importance. Upon some hitherto disputed points, those rules are given which are sustained by the best authorities and endorsed by good sense.

As the work is not the authorship of any one individual, and as no individual, whatever may be his acquirements, could have the presumption to dictate rules for the conduct of society in general, it is therefore only claimed that it is a careful compilation from all the best and latest authorities upon the subject of Etiquette and kindred matters, while such additional material has been embraced within its pages, as, it is hoped, will be found of benefit and interest to every American household.

J. H. Y.

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CHAPTER I.

Introductory.

"Ingenious Art, with her expressive face,
Steps forth to fashion and refine the race."—COWPER.

A KNOWLEDGE of etiquette has been defined to be a knowledge of the rules of society at its best. These rules have been the outgrowth of centuries of civilization, had their foundation in friendship and love of man for his fellow man—the vital principles of Christianity—and are most powerful agents for promoting peace, harmony and good-will among all people who are enjoying the blessings of more advanced civilized government. In all civilized countries the influence of the best society is of great importance to the welfare and prosperity of the nation, but in no country is the good influence of the most refined society more powerfully felt than in our own, "the land of the future, where mankind may plant, essay and resolve all social problems." These rules make social intercourse more agreeable, and facilitate hospitalities, when all members of society hold them as binding rules and faithfully regard their observance. They are to society what our laws are to the people as a political body, and to disregard them will give rise to constant misunderstandings, engender ill-will, and beget bad morals and bad manners.

Says an eminent English writer: "On manners, refinement rules of good breeding, and even the forms of etiquette, we are

forever talking, judging our neighbours severely by the breach of traditionary and unwritten laws, and choosing our society and even our friends by the touchstone of courtesy." The Marchioness de Lambert expressed opinions which will be endorsed by the best bred people everywhere when she wrote to her son: "Nothing is more shameful than a voluntary rudeness. Men have found it necessary as well as agreeable to unite for the common good; they have made laws to restrain the wicked; they have agreed among themselves as to the duties of society, and have annexed an honourable character to the practice of those duties. He is the honest man who observes them with the most exactness, and the instances of them multiply in proportion to the degree of nicety of a person's honour."

Originally a gentleman was defined to be one who, without any title of nobility, wore a coat of arms. And the descendants of many of the earlier colonists preserve with much pride and care the old armorial bearings which their ancestors brought with them from their homes in the mother country. Although despising titles and ignoring the rights of kings, they still clung to the "grand old name of gentleman." But race is no longer the only requisite for a gentleman, nor will race united with learning and wealth make a man a gentleman, unless there are present the kind and gentle qualities of the heart, which find expression in the principles of the Golden Rule. Nor will race, education and wealth combined make a woman a true lady if she shows a want of refinement and consideration of the feelings of others.

Good manners are only acquired by education and observation, followed up by habitual practice at home and in society, and good manners reveal to us the lady and the gentleman. He who does not possess them, though he bear the highest title of nobility, cannot expect to be called a gentleman; nor can a woman, without good manners, aspire to be considered a lady by ladies. Manners and morals are indissolubly allied, and no society can be good where they are bad. It is the duty of

American women to exercise their influence to form so high a standard of morals and manners that the tendency of society will be continually upwards, seeking to make it the best society of any nation.

As culture is the first requirement of good society, so self-improvement should be the aim of each and all of its members. Manners will improve with the cultivation of the mind, until the pleasure and harmony of social intercourse are no longer marred by the introduction of discordant elements, and they only will be excluded from the best society whose lack of education and whose rude manners will totally unfit them for its enjoyments and appreciation. Good manners are even more essential to harmony in society than a good education, and may be considered as valuable an acquisition as knowledge in any form.

The principle of the Golden Rule, "Whatsoever ye would that men should do to you, do ye even so to them," is the basis of all true politeness—principles which teach us to forget ourselves, to be kind to our neighbours, and to be civil even to our enemies. The appearance of so being and doing is what society demands as good manners, and the man or woman trained to this mode of life is regarded as well-bred. The people, thus trained, are easy to get along with, for they are as quick to make an apology when they have been at fault, as they are to accept one when it is made. "The noble-hearted only understand the noble-hearted."

In a society where the majority are rude from the thoughtfulness of ignorance, or remiss from the insolence of bad breeding, the iron rule, "Do unto others as they do unto you," is more often put into practice than the golden one. The savages know nothing of the virtues of forgiveness, and regard those who are not revengeful as wanting in spirit; so the ill-bred do not understand undeserved civilities extended to promote the general interests of society, and to carry out the injunction of the Scriptures to strive after the things that make for peace.

Society is divided into sets, according to their breeding. One set may be said to have no breeding at all, another to have a

little, another more, and another enough; and between the first and last of these, there are more shades than in the rainbow. Good manners are the same in essence everywhere—at courts, in fashionable society, in literary circles, in domestic life—they never change, but social observances, customs and points of etiquette, vary with the age and with the people.

A French writer has said: "To be truly polite, it is necessary to be, at the same time, good, just, and generous. True politeness is the outward visible sign of those inward spiritual graces called modesty, unselfishness and generosity. The manners of a gentleman are the index of his soul. His speech is innocent, because his life is pure · his thoughts are right, because his actions are upright; his bearing is gentle, because his feelings, his impulses, and his training are gentle also. A gentleman is entirely free from every kind of pretence. He avoids homage, instead of exacting it. Mere ceremonies have no attraction for him. He seeks not to say any civil things, but to do them. His hospitality, though hearty and sincere, will be strictly regulated by his means. His friends will be chosen for their good qualities and good manners; his servants for their truthfulness and honesty; his occupations for their usefulness, their gracefulness or their elevating tendencies, whether moral, mental or political."

In the same general tone does Ruskin describe a gentleman when he says: "A gentleman's first characterstic is that fineness of structure in the body which renders it capable of the most delicate sensation, and of that structure in the mind which renders it capable of the most delicate sympathies—one may say, simply, 'fineness of nature.' This is, of course, compatible with the heroic bodily strength and mental firmness; in fact, heroic strength is not conceivable without such delicacy. Elephantine strength may drive its way through a forest and feel no touch of the boughs, but the white skin of Homer's Atrides would have felt a bent rose-leaf, yet subdue its feelings in the glow of battle and behave itself like iron. I do not mean to call an elephant a vulgar animal; but if you think about

him carefully, you will find that his non-vulgarity consists in such gentleness as is possible to elephantine nature—not in his insensitive hide nor in his clumsy foot, but in the way he will lift his foot if a child lies in his way, and in his sensitive trunk and still more sensitive mind and capability of pique on points of honour. Hence it will follow that one of the probable signs of high breeding in men generally, will be their kindness and mercifulness, these always indicating more or less firmness of make in the mind."

Can any one fancy what our society might be, if all its members were perfect gentlemen and true ladies, if all the inhabitants of the earth were kind-hearted; if, instead of contending with the faults of our fellows we were each to wage war against our own faults? Every one needs to guard constantly against the evil from within as well as from without, for as has been truly said, "a man's greatest foe dwells in his own heart."

A recent English writer says. "Etiquette may be defined as the minor morality of life. No observances, however minute, that tend to spare the feelings of others, can be classed under the head of trivialities; and politeness, which is but another name for general amiability, will oil the creaking wheels of life more effectually than any of those unguents supplied by mere wealth and station." While the social observances, customs and rules which have grown up are numerous, and some perhaps considered trivial, they are all grounded upon principles of kindness to one another, and spring from the impulses of a good heart and from friendly feelings. The truly polite man acts from the highest and noblest ideas of what is right.

Lord Chesterfield declared good breeding to be "the result of much good sense, some good nature and a little self-denial for the sake of others, and with a view to obtain the same indulgence from them." Again he says: "Good sense and good nature suggest civility in general, but in good breeding there are a thousand little delicacies which are established only by custom."

CHAPTER II.

Our Manners.

NO one quality of the mind and heart is more important as an element conducive to worldly success than civility—that feeling of kindness and love for our fellow-beings which is expressed in pleasing manners. Yet how many of our young men, with an affected contempt for the forms and conventionalities of life, assume to despise those delicate attentions, that exquisite tenderness of thought and manner that mark the true gentleman.

MANNERS AS AN ELEMENT OF SUCCESS.

History repeats, over and over again, examples showing that it is the bearing of a man toward his fellow-men which, more than any other one quality of his nature, promotes or retards his advancement in life. The success or failure of one's plans have often turned upon the address and manner of the man. Though there are a few people who can look beyond the rough husk or shell of a fellow-being to the finer qualities hidden within, yet the vast majority, not so keen-visioned nor tolerant, judge a person by his appearance and demeanor, more than by his substantial character. Experience of every day life teaches us, if we would but learn, that civility is not only one of the essentials of high success, but that it is almost a fortune of itself, and that he who has this quality in perfection, though a

blockhead, is almost sure to succeed where, without it, even men of good ability fail.

A good manner is the best letter of recommendation among strangers. Civility, refinement and gentleness are passports to hearts and homes, while awkwardness, coarseness and gruffness are met with locked doors and closed hearts. Emerson says: "Give a boy address and accomplishments, and you give him the mastery of palaces and fortunes wherever he goes; he has not the trouble of earning or owning them; they solicit him to enter and possess."

In every class of life, in all professions and occupations, good manners are necessary to success. The business man has no stock-in-trade that pays him better than a good address. If the retail dealer wears his hat on his head in the presence of ladies who come to buy of him, if he does not see that the heavy door of his shop is opened and closed for them, if he seats himself in their presence, if he smokes a pipe or cigar, or has a chew of tobacco in his mouth, while talking with them, or is guilty of any of the small incivilities of life, they will not be apt to make his shop a rendezvous, no matter how attractive the goods he displays.

A telling preacher in his opening remarks gains the good will of his hearers, and makes them feel both that he has something to say, and that he can say it, by his manner. The successful medical man inspires in his patients belief in his sympathy, and confidence in his skill, by his manner. The lawyer, in pleading a case before a jury, and remembering that the passions and prejudices of the jurymen govern them to as great an extent as pure reason, must not be forgetful of his manner, if he would bring them to his own way of thinking. And how often does the motto, "Manners make the man," govern both parties in matters of courtship, the lady giving preference to him whose manners indicate a true nobility of the soul, and the gentleman preferring her who displays in her manner a gentleness of spirit.

MANNER AN INDEX OF CHARACTER.

A rude person, though well meaning, is avoided by all. Manners, in fact, are minor morals; and a rude person is often assumed to be a bad person. The manner in which a person says or does a thing, furnishes a better index of his character than what he does or says, for it is by the incidental expression given to his thoughts and feelings, by his looks, tones and gestures, rather than by his words and deeds, that we prefer to judge him, for the reason that the former are involuntary. The manner in which a favour is granted or a kindness done, often affects us more than the deed itself. The deed may have been prompted by vanity, pride, or some selfish motive or interest; the warmth or coldness with which the person who has done it speaks to you, or grasps your hand, is less likely to deceive. The manner of doing any thing, it has been truly said, is that which stamps its life and character on any action. A favour may be performed so grudgingly as to prevent any feeling of obligation, or it may be refused so courteously as to awaken more kindly feelings than if it had been ungraciously granted.

THE TRUE GENTLEMAN.

Politeness is benevolence in small things. A true gentleman must regard the rights and feelings of others, even in matters the most trivial. He respects the individuality of others, just as he wishes others to respect his own. In society he is quiet, easy, unobtrusive, putting on no airs, nor hinting by word or manner that he deems himself better, or wiser, or richer than any one about him. He never boasts of his achievements, or fishes for compliments by affecting to underrate what he has done. He is distinguished, above all things, by his deep insight and sympathy, his quick perception of, and prompt attention to, those small and apparently insignificant things that may cause pleasure or pain to others. In giving his opinions he does not dogmatize; he listens patiently and respectfully to other men,

and, if compelled to dissent from their opinions, acknowledges his fallibility, and asserts his own views in such a manner as to command the respect of all who hear him. Frankness and cordiality mark all his intercourse with his fellows, and, however high his station, the humblest man feels instantly at ease in his presence.

THE TRUE LADY.

Calvert says: "Ladyhood is an emanation from the heart subtilized by culture;" giving as two requisites for the highest breeding, transmitted qualities and the culture of good training. He continues: "Of the higher type of ladyhood may always be said what Steele said of Lady Elizabeth Hastings, 'that unaffected freedom and conscious innocence gave her the attendance of the graces in all her actions.' At its highest, ladyhood implies a spirituality made manifest in poetic grace. From the lady there exhales a subtle magnetism. Unconsciously she encircles herself with an atmosphere of unruffled strength, which to those who come into it, gives confidence and repose. Within her influence the diffident grow self-possessed, the impudent are checked, the inconsiderate are admonished; even the rude are constrained to be mannerly, and the refined are perfected; all spelled, unawares, by the flexible dignity, the commanding gentleness, the thorough womanliness of her look, speech, and demeanour. A sway is this, purely spiritual. Every sway, every legitimate, every enduring sway is spiritual; a regnancy of light over obscurity, of right over brutality. The only real gains ever made are spiritual gains—a further subjection of the gross to the incorporeal, of body to soul, of the animal to the human. The finest and most characteristic acts of a lady involve a spiritual ascension, a growing out of herself. In her being and bearing, patience, generosity, benignity are the graces that give shape to the virtues of truthfulness."

Here is the test of true ladyhood. Whenever the young find themselves in the company of those who do not make them feel at ease, they should know that they are not in the society

of true ladies and true gentlemen, but of pretenders; that well-bred men and women can only feel at home in the society of the well-bred.

THE IMPORTANCE OF TRIFLES.

Some people are wont to depreciate these kind and tender qualities as trifles; but trifles, it must be remembered, make up the aggregate of human life. The petty incivilities, slight rudenesses and neglects of which men are guilty, without thought, or from lack of foresight or sympathy, are often remembered, while the great acts performed by the same persons are often forgotten. There is no society where smiles, pleasant looks and animal spirits are not welcomed and deemed of more importance than sallies of wit, or refinements of understanding. The little civilities which form the small change of life may appear separately of little moment, but, like the spare pennies which amount to such large fortunes in a lifetime, they owe their importance to repetition and accumulation.

VALUE OF PLEASING MANNERS.

The man who succeeds in any calling in life is almost invariably he who has shown a willingness to please and to be pleased, who has responded heartily to the advances of others, through nature and habit, while his rival has sniffed and frowned and snubbed away every helping hand. "The charming manners of the Duke of Marlborough," it is said, "often changed an enemy to a friend, and to be denied a favour by him was more pleasing than to receive one from another. It was these personal graces that made him both rich and great. His address was so exquisitely fascinating so as to dissolve fierce jealousies and animosities, lull suspicion and beguile the subtlest diplomacy of its arts. His fascinating smile and winning tongue equally with his sharp sword, swayed the destinies of empires." The gracious manners of Charles James Fox preserved him from personal dislike, even when he had gambled away his last shilling, and politically was the most unpopular man in England.

MANNERS AND PERSONAL APPEARANCE.

A charming manner not only enhances personal beauty, but even hides ugliness and makes plainness agreeable. An ill-favoured countenance is not necessarily a stumbling-block, at the outset, to its owner, which cannot be surmounted, for who does not know how much a happy manner often does to neutralize the ill effects of forbidding looks? The fascination of the demagogue Wilke's manner triumphed over both physical and moral deformity, rendering even his ugliness agreeable; and he boasted to Lord Townsend, one of the handsomest men in Great Britain, that "with half an hour's start he would get ahead of his lordship in the affections of any woman in the kingdom." The ugliest Frenchman, perhaps, that ever lived was Mirabeau; yet such was the witchery of his manner, that the belt of no gay Lothario was hung with a greater number of bleeding female hearts than this "thunderer of the tribune," whose looks were so hideous that he was compared to a tiger pitted with the small-pox.

FORTUNES MADE BY PLEASING MANNERS.

Pleasing manners have made the fortunes of men in all professions and in every walk of life—of lawyers, doctors, clergymen, merchants, clerks and mechanics—and instances of this are so numerous that they may be recalled by almost any person. The politician who has the advantage of a courteous, graceful and pleasing manner finds himself an easy winner in the race with rival candidates, for every voter with whom he speaks becomes instantly his friend. Civility is to a man what beauty is to a woman. It creates an instantaneous impression in his behalf, while gruffness or coarseness excites as quick a prejudice against him. It is an ornament, worth more as a means of winning favour that the finest clothes and jewels ever worn. Lord Chesterfield said the art of pleasing is, in truth, the art of rising, of distinguishing one's self, of making a figure and a fortune in the world. Some years ago a drygoods

salesman in a London shop had acquired such a reputation for courtesy and exhaustless patience, that it was said to be impossible to provoke from him any expression of irritability, or the smallest symptom of vexation. A lady of rank, learning of his wonderful equanimity, determined to put it to the test by all the annoyances with which a veteran shop-visitor knows how to tease a shopman. She failed in her attempt to vex or irritate him, and thereupon set him up in business. He rose to eminence in trade, and the main spring of his later, as of his earlier career, was politeness. Hundreds of men, like this salesman, have owed their start in life wholly to their pleasing address and manners.

CULTIVATION OF GOOD MANNERS.

The cultivation of pleasing, affable manners should be an important part of the education of every person of whatever calling or station in life. Many people think that if they have only the substance, the form is of little consequence. But manners are a compound of spirit and form—spirit acted into form. The first law of good manners, which epitomizes all the rest, is, "Thou shalt love thy neighbour as thyself." True courtesy is simply the application of this golden rule to all our social conduct, as it has been happily defined, "real kindness, kindly expressed." It may be met in the hut of the Arab, in the courtyard of the Turk, in the hovel of the freedman, and the cottage of the Irishman. Even Christian men sometimes fail in courtesy, deeming it a mark of weakness, or neglecting it from mere thoughtlessness. Yet when we find this added to the other virtues of the Christian, it will be noted that his influence for good upon others has been powerfully increased, for it was by this that he obtained access to the hearts of others. An old English writer said reverently of our Saviour: "He was the first true gentleman that ever lived." The influence of many good men would be more than doubled if they could manage to be less stiff and more elastic. Gentleness in society it has been truly said, "is like the silent influence of light which

gives colour to all nature; it is far more powerful than loudness or force, and far more fruitful. It pushes its way silently and persistently like the tiniest daffodil in spring, which raises the clod and thrusts it aside by the simple persistence of growing."

POLITENESS.

Politeness is kindness of manner. This is the outgrowth of kindness of heart, of nobleness and of courage. But in some persons we find an abundance of courage, nobleness and kindness of heart, without kindness of manner, and we can only think and speak of them as not only impolite, but even rude and gruff. Such a man was Dr. Johnson, whose rudeness secured for him the nickname of Ursa Major, and of whom Goldsmith truthfully remarked, "No man alive has a more tender heart; he has nothing of the bear about him but his skin." To acquire that ease and grace of manners which is possessed by and which distinguishes every well-bred person, one must think of others rather than himself, and study to please them even at his own inconvenience. "Do unto others as you would that others should do unto you" — the golden rule of life — is also the law of politeness, and such politeness implies self-sacrifice, many struggles and conflicts. It is an art and tact rather than an instinct and inspiration. An eminent divine has said: "A noble and attractive every-day bearing comes of goodness, of sincerity, of refinement. And these are bred in years not moments. The principle that rules our life is the sure posture-master. Sir Philip Sidney was the pattern to all England of a perfect gentleman; but then he was the hero that, on the field of Zutphen, pushed away the cup of cold water from his own fevered and parched lips, and held it out to the dying soldier at his side." A Christian by the very conditions of his creed, and the obligations of his faith is, of necessity, in mind and soul—and therefore in word and act—a gentleman but a man may be polite without being a Christian.

CHAPTER III.

Introductions.

AN acquaintanceship or friendship usually begins by means of introductions, though it is by no means uncommon that when it has taken place under other circumstances—without introduction—it has been a great advantage to both parties; nor can it be said that it is improper to begin an acquaintance in this way. The formal introduction has been called the highway to the beginning of friendship, the "scraped" acquaintance the by-path.

PROMISCUOUS INTRODUCTION.

There is a large class of people who introduce friends and acquaintances to everybody they meet, whether at home or abroad, while walking or riding out. Such promiscuous introductions are neither necessary, desirable, nor at all times agreeable.

AN INTRODUCTION A SOCIAL INDORSEMENT.

It is to be remembered that an introduction is regarded as a social endorsement of the person introduced, and that, under certain circumstances, it would be wrong to introduce to our friends casual acquaintances, of whom we know nothing, and who may afterwards prove to be anything but desirable persons to know. Care should be taken, therefore, in introducing

two individuals, that the introduction be mutually agreeable. Whenever it is practicable, it is best to settle the point by inquiring beforehand. When this is inexpedient from any cause, a thorough acquaintance with both parties will warrant the introducer to judge of the point for him or herself.

UNIVERSAL INTRODUCTIONS.

While the habit of universal introduction is a bad one, there are many men in cities and villages who are not at all particular whom they introduce to each other. As a general rule, a man should be as careful about the character of the person he introduces to his friends, as he would of him whose notes he would endorse.

THE INTRODUCTION OF A GENTLEMAN TO A LADY.

A gentleman should not be introduced to a lady, unless her permission has been previously obtained, and no one should ever be introduced into the house of a friend, except permission is first granted. Such introductions, however, are frequent, but they are improper, for a person cannot know that an introduction of this kind will be agreeable. If a person asks you to introduce him to another, or a gentleman asks to be introduced to a lady, and you find the introduction would not be agreeable to the other party, you may decline on the grounds that you are not sufficiently intimate to take that liberty.

When a gentleman is introduced to a lady, both bow slightly, and the gentleman opens conversation. It is the place of the one who is introduced to make the first remark.

INFORMAL INTRODUCTION.

It is not strictly necessary that acquaintanceship should wait a formal introduction. Persons meeting at the house of a common friend may consider that fact a sufficient warrant for the preliminaries of acquaintanceship, if there appears to be a mutual inclination toward such acquaintanceship. The presence

of a person in a friend's house is a sufficient guaranty for his or her respectability. Gentlemen and ladies may form acquaintances in travelling, on a steamboat, in a railway car, or a stage-coach, without the formality of an introduction. Such acquaintanceship should be conducted with a certain amount of reserve, and need not be prolonged beyond the time of casual meeting. The slightest approach to disrespect or familiarity should be checked by dignified silence. A young lady, however, is not accorded the same privilege of forming acquaintances as is a married or elderly lady, and should be careful about doing so.

INTRODUCTIONS AT A BALL.

It is the part of the host and hostess at a ball to introduce their guests, though guests may, with perfect propriety, introduce each other, or, as already intimated, may converse with one another without the ceremony of a formal introduction. A gentleman, before introducing his friends to ladies, should obtain permission of the latter to do so, unless he is perfectly sure, from his knowledge of the ladies, that the introductions will be agreeable. The ladies should always grant such permission, unless there is a strong reason for refusing. The French, and to some extent the English, dispense with introductions at a private ball. The fact that they have been invited to meet each other is regarded as a guaranty that they are fit to be mutually acquainted, and is a sufficient warrant for self-introduction. At a public ball partners must be introduced to each other. Special introducing may be made with propriety by the master of ceremonies. At public balls it is well for ladies to dance only, or for the most part, with gentlemen of their own party, or those with whom they have had a previous acquaintance.

THE MANNER OF INTRODUCTION.

The proper form of introduction is to present the gentleman to the lady, the younger to the older, the inferior in social

standing to the superior. In introducing, you bow to the lady and say, "Miss C., allow me to introduce to you Mr. D. Mr. D., Miss C." It is the duty of Mr. D. upon bowing to say, "It gives me great pleasure to form your acquaintance, Miss C.," or a remark of this nature.

If gentlemen are to be introduced to one another, the form is, "Col. Blank, permit me to introduce to you Mr. Cole. Mr. Cole, Col. Blank." The exact words of an introduction are immaterial, so long as the proper form and order is preserved.

The word "present" is often used, in place of "introduce." While it is customary to repeat the names of the two parties introduced at the close of the introduction, it is often omitted as a useless formality. It is of the utmost importance that each name should be spoken distinctly. If either of the parties does not distinctly hear the name of the other he should say at once, without hesitation or embarrassment, before making the bow, "I beg your pardon; I did not catch (or understand) the name," when it may be repeated to him."

If several persons are to be introduced to one individual, mention the name of the single individual first, and then call the others in succession, bowing slightly as each name is pronounced.

It is the part of true politeness, after introduction, to explain to each person introduced something of the business or residence of each, as they will assist in opening conversation. Or, if one party has recently returned from a foreign trip, it is courteous to say so.

CASUAL INTRODUCTIONS.

While it is not necessary to introduce people who chance to meet in your house during a morning call, yet, if there is no reason for supposing that such an introduction will be objectionable to either party, it seems better to give it, as it sets both parties at ease in conversation. Acquaintanceship may or may not follow such an introduction, at the option of the parties,

People who meet at the house of a mutual friend need not recognise each other as acquaintances if they meet again elsewhere, unless they choose to do so.

INTRODUCING RELATIVES.

In introducing members of your family, be careful not only to specify the degree of relationship, but to give the name also. It is awkward to a stranger to be introduced to "My brother Tom," or "My sister Carrie." When either the introducer or the introduced is a married lady, the name of the party introduced can only be guessed at.

BESTOWING OF TITLES.

In introducing a person give him his appropriate title. If he is a clergyman, say "The Rev. Mr. Clark." If a doctor of divinity, say "The Rev. Dr. Clark." If he is a member of Congress, call him Honourable, and specify to which branch of Congress he belongs. If he is a governor of a State, mention what State. If he is a man of any celebrity in the world of art or letters, it is well to mention the fact something after this manner: "Mr. Fish, the artist, whose pictures you have frequently seen," or "Mr. Hart, author of 'Our Future State,' which you so greatly admired."

OBLIGATORY INTRODUCTIONS.

A friend visiting at your house must be introduced to all callers, and courtesy requires the latter to cultivate the acquaintance while your visitor remains with you. If you are the caller introduced, you must show the same attention to the friend of your friend that you wish shown to your own friends under the same circumstances. Persons meeting at public places need not introduce each other to the strangers who may chance to be with them; and even if the introduction does take place, the acquaintance need not be continued unless desired.

THE OBLIGATION OF AN INTRODUCTION.

Two persons who have been properly introduced have in

future certain claims upon one another's acquaintance which should be recognised, unless there are sufficient reasons for overlooking them. Even in that case good manners require the formal bow of recognition upon meeting, which, of itself, encourages no familiarity. Only a very ill-bred person will meet another with a stare.

THE SALUTATION AFTER INTRODUCTION.

A slight bow is all that is required by courtesy, after an introduction. Shaking hands is optional, and it should rest with the older, or the superior in social standing to make the advances. It is often an act of kindness on their part, and as such to be commended. It is a common practice among gentlemen, when introduced to one another, to shake hands, and as it evinces more cordiality than a mere bow, is generally to be preferred. An unmarried lady should not shake hands with gentlemen indiscriminately.

THE FIRST TO RECOGNISE.

It is the privilege of the lady to determine whether she will recognise a gentleman after an introduction, and he is bound to return the bow. In bowing to a lady on the street, it is not enough that a gentleman should touch his hat, he should lift it from his head.

THE "CUT DIRECT."

The "cut direct," which is given by a prolonged stare at a person, if justified at all, can only be in case of extraordinary and notoriously bad conduct on the part of the individual "cut," and is very seldom called for. If any one wishes to avoid a bowing acquaintance with another, it can be done by looking aside or dropping the eyes. It is an invariable rule of good society, that a gentleman cannot "cut" a lady under any circumstances, but circumstances may arise when he may be excused for persisting in not meeting her eyes, for if their eyes meet, he must bow.

MEETING IN THE STREET.

If, while walking with one friend, in the street, you meet another and stop a moment to speak with the latter, it is not necessary to introduce the two who are strangers to one another; but, when you separate, the friend who accompanies you gives a parting salutation, the same as yourself. The same rule applies if the friend you meet chances to be a lady.

INTRODUCING YOURSELF.

If, on entering a drawing-room to pay a visit you are not recognised, mention your name immediately. If you know but one member of the family and you find others only in the room, introduce yourself to them. Unless this is done, much awkwardness may be occasioned.

ABOUT SHAKING HANDS.

When a lady is introduced to a gentleman, she should merely bow but not give her hand, unless the gentleman is a well-known friend of some member of the family. In that case she may do so if she pleases, as a mark of esteem or respect. A gentleman must not offer to shake hands with a lady until she has made the first movement.

A married lady should extend her hand upon being introduced to a stranger brought to her house by her husband, or by a common friend, as an evidence of her cordial welcome.

LETTERS OF INTRODUCTION.

Friendly letters of introduction should only be given to personal friends, introducing them, and only addressed to those with whom the writer has a strong personal friendship. It is not only foolish, but positively dangerous to give such a letter to a person with whom the writer is but slightly acquainted, as you may thus give your countenance and endorsement to a person who will take advantage of your carelessness to bring you into embarrassing and mortifying positions. Again, you should

never address a letter of introduction to any but an intimate friend of long standing, and even then it should not be done, unless you are perfectly satisfied that the person you are to introduce will be an agreeable and congenial person for your friend to meet, as it would be very annoying to send to your friend a visitor who would prove to him disagreeable. Even amongst friends of long standing such letters should be given very cautiously and sparingly.

The form of letters of introduction is given in the chapter on "Letter-writing."

DELIVERING A LETTER OF INTRODUCTION.

It is not necessary to deliver a friendly letter of introduction to a person who resides in another town. It is better to send it to the person to whom it is directed, on your arrival, accompanied by your card of address. If he wishes to comply with the request of his friend he will call upon you, and give you an invitation to visit him; circumstances, however, might render it exceedingly inconvenient or impossible for the person to whom the letter is addressed, to call upon you, consequently a neglect to call need not be considered a mark of ill breeding, though by some people it is so considered. The person addressed must consult his own feelings in the matter, and while aiming to do what is right, he is not bound to sacrifice business or other important matters to attend to the entertainment of a friend's friend. In such a case he may send his own card to the address of the person bearing the letter of introduction, and the latter is at liberty to call upon him at his leisure.

THE DUTY OF THE PERSON ADDRESSED.

In Europe it is the custom for a person with a letter of introduction to make the first call, but in this country we think that a stranger should never be made to feel that he is begging our attention, and that it is indelicate for him to intrude until he is positive that his company would be agreeable. Con-

sequently, if it is your wish and in your power to welcome any one recommended to you by letter from a friend, or to show your regard for your friend's friend, you must call upon him with all possible dispatch, after you receive his letter of introduction, and give him as hospitable a reception and entertainment as it is possible to give, and such as you would be pleased to receive were you in his place.

LETTERS OF INTRODUCTION FOR BUSINESS PURPOSES.

Letters of introduction to and from business men may be delivered by the bearers in person, and etiquette does not require the receiver to entertain the person introduced as a friend of the writer. It is entirely optional with the person to whom the latter is introduced how he welcomes him, or whether he entertains him or not, though his courtesy would be apt to suggest that some kind attentions should be paid him.

CHAPTER IV.

Salutations.

CARLYLE says: "What we call 'formulas' are not in their origin bad; they are indisputably good. Formula is method, habitude; found wherever man is found. Formulas fashion themselves as paths do, as beaten highways leading toward some sacred, high object, whither many men are bent. Consider it: One man full of heartfelt, earnest impulse finds out a way of doing something —were it uttering his soul's reverence for the Highest, *were it but of fitly saluting his fellow-man.* An inventor was needed to do that, a poet; he has articulated the dim, struggling thought that dwelt in his own and many hearts. This is the way of doing that. These are his footsteps, the beginning of a 'path.' And now see the second man travels naturally in the footsteps of his foregoer; it is the easiest method. In the footsteps of his foregoer, yet with his improvements, with changes where such seem good; at all events with enlargements, the path ever widening itself as more travel it, till at last there is a broad highway, whereon the whole world may travel and drive."

SALUTATION ORIGINALLY AN ACT OF WORSHIP.

A lady writer of distinction says of salutations: "It would seem that good manners were originally the expression of sub-

mission from the weaker to the stronger. In a rude state of society every salutation is to this day an act of worship. Hence the commonest acts, phrases and signs of courtesy with which we are now familiar, date from those earlier stages when the strong hand ruled and the inferior demonstrated his allegiance by studied servility. Let us take, for example, the words 'sir' and 'madam.' 'Sir' is derived from seigneur, sieur, and originally meant lord, king, ruler and, in its patriarchal sense, father. The title of sire was last borne by some of the ancient feudal families of France, who, as Selden has said, 'affected rather to be styled by the name of sire than baron, as *Le Sire de Montmorenci* and the like.' 'Madam' or 'madame,' corrupted by servants into ma'am, and by Mrs. Gamp and her tribe into 'mum,' is in substance equivalent to 'your exalted,' or 'your highness,' *madame* originally meaning high-born, or stately, and being applied only to ladies of the highest rank.

"To turn to our every day forms of salutation. We take off our hats on visiting an acquaintance. We bow on being introduced to strangers. We rise when visitors enter our drawing-room. We wave our hand to our friend as he passes the window or drives away from our door. The Oriental, in like manner, leaves his shoes on the threshold when he pays a visit. The natives of the Tonga Islands kiss the soles of a chieftain's feet. The Siberian peasant grovels in the dust before a Russian noble. Each of these acts has a primary, an historical significance. The very word 'salutation,' in the first place, derived as it is from *salutatio*, the daily homage paid by a Roman client to his patron, suggests in itself a history of manners.

"To bare the head was originally an act of submission to gods and rulers. A bow is a modified prostration. A lady's courtesy is a modified genuflection. Rising and standing are acts of homage; and when we wave our hand to a friend on the opposite side of the street, we are unconsciously imitating the Romans, who, as Selden tells us, used to stand 'somewhat off before the images of their gods, solemnly moving the right hand

to the lips and casting it, as if they had cast kisses.' Again, men remove the glove when they shake hands with a lady—a custom evidently of feudal origin. The knight removed his iron gauntlet, the pressure of which would have been all too harsh for the palm of a fair *chatelaine;* and the custom, which began in necessity, has travelled down to us as a point of etiquette."

SALUTATIONS OF DIFFERENT NATIONS.

Each nation has its own method of salutation. In Southern Africa it is the custom to rub toes. In Lapland your friend rubs his nose against yours. The Turk folds his arms upon his breast and bends his head very low. The Moors of Morocco have a somewhat startling mode of salutation. They ride at a gallop toward a stranger, as though they would unhorse him, and when close at hand suddenly check their horse and fire a pistol over the person's head. The Egyptian solicitously asks you, "How do you perspire?" and lets his hand fall to the knee. The Chinese bows low and inquires, "Have you eaten?" The Spaniard says, "God be with you, sir," or, "How do you stand?" And the Neapolitan piously remarks, "Grow in holiness." The German asks, "How goes it with you?" The Frenchman bows profoundly and inquires, "How do you carry yourself."

Foreigners are given to embracing. In France and Germany the parent kisses his grown-up son on the forehead, men throw their arms around the necks of their friends, and brothers embrace like lovers. It is a curious sight to Americans, with their natural prejudices against publicity in kissing.

THE BOW.

It is said: "A bow is a note drawn at sight. You are bound to acknowledge it immediately, and to the full amount." It should be respectful, cordial, civil or familiar, according to circumstances. Between gentlemen, an inclination of the head

a gesture of the hand, or the mere touching of the hat is sufficient; but in bowing to a lady, the hat must be lifted from the head. If you know people slightly, you recognise them slightly; if you know them well, you bow with more familiarity. The body is not bent at all in bowing; the inclination of the head is all that is necessary.

If the gentleman is smoking, he withdraws his cigar from his mouth before lifting his hat to a lady, or if he should happen to have his hand in his pocket he removes it.

At the moment of the first meeting of the eyes of an acquaintance you bow. Any one who has been introduced to you, or any one to whom you have been introduced, is entitled to this mark of respect.

The bow is the touchstone of good breeding, and to neglect it, even to one with whom you may have a trifling difference, shows deficiency in cultivation and in the instincts of refinement. A bow does not entail a calling acquaintance. Its entire neglect reveals the character and training of the person; the manner of its observance reveals the very shades of breeding that exist between the ill-bred and the well-bred.

RETURNING A BOW.

A gentleman walking with a lady returns a bow made to her, whether by a lady or gentleman (lifting his hat not too far from his head), although the one bowing is an entire stranger to him.

It is civility to return a bow, although you do not know the one who is bowing to you. Either the one who bows, knows you, or has mistaken you for some one else. In either case you should return the bow, and probably the mistake will be discovered to have occurred for the want of quick recognition on your own part, or from some resemblance that you bear to another.

THE MANNER OF BOWING.

The manner in which the salutation of recognition is made,

may be regarded as an unerring test of the breeding, training, or culture of a person. It should be prompt as soon as the eyes meet, whether on the street or in a room. The intercourse need go no further, but that bow must be made. There are but few laws which have better reasons for their observance than this. This rule holds good under all circumstances, whether within doors or without. Those who abstain from bowing at one time, and bow at another, should not be surprised to find that the person whom they have neglected, has avoided the continuation of their acquaintance.

DUTIES OF YOUNG TO OLDER PEOPLE.

Having once had an introduction that entitles to recognition, it is the duty of the person to recall himself or herself to the recollection of the older person, if there is much difference in age, by bowing each time of meeting, until the recognition becomes mutual. As persons advance in life, they look for these attentions upon the part of the young. Persons who have large circles of acquaintance, often confuse the faces of the young whom they know with the familiar faces which they meet and do not know, and from frequent errors of this kind, they get into the habit of waiting to catch some look or gesture of recognition.

HOW TO AVOID RECOGNITION.

If a person desires to avoid a bowing acquaintance with a person who has been properly introduced, he may do so by looking aside, or dropping the eyes as the person approaches, for, if the eyes meet, there is no alternative, bow he must.

ON PUBLIC PROMENADES.

Bowing once to a person upon a public promenade or drive is all that civility requires. If the person is a friend, it is in better form, the second and subsequent passings, should you catch his or her eye, to smile slightly instead of bowing repeatedly. If an acquaintance it is best to avert the eyes.

A SMILING BOW.

A bow should never be accompanied by a broad smile, even when you are well acquainted, and yet a high authority well says: "You should never speak to an acquaintance without a smile in your eyes."

DEFERENCE TO ELDERLY PEOPLE.

A young lady should show the same deference to an elderly lady that a gentleman does to a lady. It may also be said that a young man should show proper deference to elderly gentlemen.

WORDS OF SALUTATION.

The words commonly used in saluting a person are "Good Morning," "Good Afternoon," "Good Evening," "How do you do" (sometimes contracted into "Howdy" and "How dye do"), and "How are you." The three former are most appropriate, as it seems somewhat absurd to ask after a person's health unless you stop to receive an answer. A respectful bow should accompany the words.

SHAKING HANDS.

Among friends the shaking of the hand is the most genuine and cordial expression of good-will. It is not necessary, though in certain cases it is not forbidden, upon introduction; but when acquaintanceship has reached any degree of intimacy, it is perfectly proper.

ETIQUETTE OF HANDSHAKING.

An authority upon this subject says: "The etiquette of handshaking is simple. A man has no right to take a lady's hand until it is offered. He has even less right to pinch or retain it. Two young ladies shake hands gently and softly. A young lady gives her hand, but does not shake a gentleman's unless she is his friend. A lady should always rise to give her hand; a gentleman, of course, never dares to do so seated. On intro-

duction in a room, a married lady generally offers her hand; a young lady, not. In a ballroom, where the introduction is to dancing, not to friendship, you never shake hands; and as a general rule, an introduction is not followed by shaking hands, only by a bow. It may perhaps be laid down that the more public the place of introduction, the less handshaking takes place. But if the introduction be particular, if it be accompanied by personal recommendation, such as, 'I want you to know my friend Jones,' or if Jones comes with a letter of presentation, then you give Jones your hand, and warmly, too. Lastly, it is the privilege of a superior to offer or withhold his or her hand, so that an inferior should never put his forward first."

When a lady so far puts aside her reserve as to shake hands at all, she should give her hand with frankness and cordiality. There should be equal frankness and cordiality on the gentleman's part, and even more warmth, though a careful avoidance of anything like offensive familiarity or that which might be mistaken as such.

In shaking hands, the right hand should always be offered, unless it be so engaged as to make it impossible, and then an excuse should be offered. The French give the left hand, as nearest the heart.

The mistress of a household should offer her hand to every guest invited to her house.

A gentleman must not shake hands with a lady until she has made the first move in that direction. It is a mark of rudeness not to give his hand instantly, should she extend her own. A married lady should always extend her hand to a stranger brought to her house by a common friend, as an evidence of her cordial welcome. Where an introduction is for dancing there is no shaking of hands.

THE KISS.

This is the most affectionate form of salutation, and is only proper among near relations and dear friends.

THE KISS OF FRIENDSHIP.

The kiss of friendship and relationship is on the cheeks and forehead. In this country this act ot affection is generally excluded from public eyes, and in the case of parents and children and near relations it is perhaps unnecessarily so.

KISSING IN PUBLIC.

The custon which has become quite prevalent of women kissing each other whenever they meet in public, is regarded as vulgar, and by ladies of refinement and delicacy is entirely avoided.

THE KISS OF RESPECT.

The kiss of respect—almost obsolete in this country—is made on the hand. The custom is retained in Germany and among gentlemen of the most courtly manners in England.

CHAPTER V.

Etiquette of Calls.

THERE are calls of ceremony, of condolence, of congratulations, and of friendship. All but the latter are usually of short duration. The call of friendship is usually of less formality and may be of some length.

MORNING CALLS.

"Morning calls," as they are termed, should not be made earlier than 12 a.m., nor later than 5 p.m. A morning call should not exceed half an hour in length. From ten to twenty minutes is ordinarily quite long enough. If other visitors come in, the visit should terminate as speedily as possible. Upon leaving, bow slightly to the strangers.

In making a call, be careful to avoid the luncheon and dinner hour of your friends. From two until five is ordinarily the most convenient time for morning calls.

EVENING CALLS.

It is sometimes more convenient for both the caller and those called upon that the call should be made in the evening. An evening call should never be made later than nine o'clock, nor be prolonged after ten, neither should it exceed an hour in length.

RULES FOR FORMAL CALLS.

The lady of the house rises upon the entrance of her visitors, who at once advance to pay their respects to her before speaking to others. If too many callers are present to enable her to take the lead in conversation, she pays special attention to the latest arrivals, watching to see that no one is left alone, and talking to each of her guests in succession, or seeing that some one is doing so.

A lady who is not in her own house does not rise, either on the arrival or departure of ladies, unless there is some great difference of age. Attention to the aged is one of the marks of good breeding which is never neglected by the thoughtful and refined.

It is not customary to introduce residents of the same city, unless the hostess knows that an introduction will be agreeable to both parties. Strangers in the place are always introduced.

Ladies and gentlemen who meet in the drawing-room of a common friend are privileged to speak to each other without an introduction; though gentlemen generally prefer to ask for introductions. When introduced to any one, bow slightly, and enter at once into conversation. It shows a lack of good breeding not to do so.

When introductions are given, it is the gentleman who should be presented to the lady; when two ladies are introduced, it is the younger who is presented to the older.

A lady receiving gives her hand to a stranger as to a friend, when she wishes to bestow some mark of cordiality in welcoming a guest to her home, but a gentleman should not take the initiatory in handshaking. It is the lady's privilege to give or withhold, as she chooses.

A gentleman rises when those ladies with whom he is talking rise to take their leave. He also rises upon the entrance of ladies, but he does not offer seats to those entering, unless in his own house, or unless requested to do so by the hostess,

and then he does not offer his own chair if others are available.

A call should not be less than fifteen minutes in duration nor should it be so long as to become tedious. A bore is a person who does not know when you have had enough of his or her company, and gives more of it than is desirable. Choose a time to leave when there is a lull in the conversation, and the hostess is not occupied with fresh arrivals. Then take leave of your hostess, bowing to those you know as you leave the room, not to each in turn, but let one bow include all.

Calls ought to be made within three days after a dinner or tea party, if it is a first invitation; and if not, within a week. After a party or a ball, whether you have accepted the invitation or not, you call within a week.

A lady who has no regular reception day will endeavour to receive callers at any time. If she is occupied, she will instruct her servant to say that she is engaged; but a visitor once admitted into the house must be seen at any inconvenience.

A lady should never keep a caller waiting without sending to see whether a delay of a few minutes will inconvenience the caller. Servants should be instructed to return and announce to the person waiting that the lady will be down immediately. Any delay whatever should be apologized for.

If, on making a call, you are introduced into a room where you are unknown to those assembled, at once give your name and mention upon whom your call is made.

In meeting a lady or gentleman whose name you cannot recall, frankly say so, if you find it necessary. Sensible persons will prefer to recall themselves to your memory rather than to feel that you are talking to them without fully recognising them. To affect not to remember a person is despicable, and reflects only on the pretender.

Gentlemen, as well as ladies, when making formal calls, send in but one card, no matter how many members of the family

they may wish to see. If a guest is stopping at the house, the same rule is observed. If not at home, one card is left for the lady, and one for the guest. The card for the lady may be folded so as to include the family.

RULES FOR SUMMER RESORTS.

At places of summer resort, those who own their cottages, call first upon those who rent them, and those who rent, in turn, call upon each other, according to priority of arrival. In all these cases there are exceptions; as, where there is any great difference in ages, the younger then calling upon the older, if there has been a previous acquaintance or exchange of calls. If there has been no previous acquaintance or exchange of calls, the older lady pays the first call, unless she takes the initiative by inviting the younger to call upon her, or by sending her an invitation to some entertainment, which she is about to give. When the occupants of two villas, who have arrived the same season, meet at the house of a common friend, and the older of the two uses her privilege of inviting the other to call, it would be a positive rudeness not to call; and the sooner the call is made, the more civil will it be considered. It is equally rude, when one lady asks permission of another to bring a friend to call, and then neglects to do it, after permission has been given. If the acquaintance is not desired, the first call can be the last.

CALLS MADE BY CARDS.

Only calls of pure ceremony—such as are made previous to an entertainment on those persons who are not to be invited, and to whom you are indebted for any attentions—are made by handing in cards; nor can a call in person be returned by cards. Exceptions to this rule comprise P. P. C. calls, cards left or sent by persons in mourning, and those which announce a lady's day for receiving calls, on her return to town, after an absence,

RECEPTION DAYS.

Some ladies receive only on certain days or evenings, which are once a week, once a fortnight, or once a month as the case may be, and the time is duly announced by cards. When a lady has made this rule it is considerate, on the part of her friends, to observe it, for it is sometimes regarded as an intrusion to call at any other time. The reason of her having made this rule may have been to prevent the loss of too much time from her duties, in the receiving of calls from her friends.

CALLS AFTER BETROTHAL.

When a betrothal takes place, and it is formally announced to the relatives and friends on both sides, calls of congratulation follow. The bridegroom that is to be, is introduced by the family of the proposed bride to their connections and most intimate friends, and his family in return introduce her to relatives and acquaintances whom they desire her to know. The simplest way of bringing this about is by the parents leaving the cards of the betrothed, with their own, upon all families on their visiting list whom they wish to have the betrothed pair visit.

THE CARDS AND CALLS OF STRANGERS.

Strangers arriving are expected to send their cards to their acquaintances, bearing their directions, as an announcement that they are in the city. This rule is often neglected, but, unless it is observed, strangers may be a long time in town without their presence being known.

RETURNING A FIRST CALL.

A first call ought to be returned within three or four days. A longer delay than a week is considered an intimation that you are unwilling to accept the new acquaintance, unless some excuse for the remissness is made.

FORMING ACQUAINTANCE.

In an event of exchange of calls between two ladies, without meeting, who are known to each other only by sight, they should upon the first opportunity, make themselves acquainted with one another. The younger should seek the older, or the one who has been the recipient of the first attention should introduce herself, or seek an introduction, but it is not necessary to stand upon ceremony upon such points. Ladies knowing each other by sight, bow, after an exchange of cards.

THE FIRST CALL.

When it becomes a question as to who shall call first, between old residents, the older should take the initiatory. Ladies, who have been in the habit of meeting for some time without exchanging calls, sometimes say to each other: "I hope you will come and see me, and often the answer is made: "Oh, you must come and see me first!" That answer could only be given, with propriety, by a lady who is much the older of the two. The lady who extends the invitation makes the first advance, and the one who receives it should at least say: "I thank you —you are very kind," and then accept the invitation or not, as it pleases her. It is the custom for residents to make the first call upon strangers.

CALLS OF CONGRATULATION.

Calls of congratulation are made when any happy or auspicious event may have occurred in the family visited—such as a birth, marriage, or any piece of good fortune, Such visits may be made similar to the morning or evening call. Such visits may also be made upon the appointment of friends to any important office or honoured position, or when a friend has distinguished himself by a notable public address or oration.

P. P. C. CALLS.

When persons are going abroad to be absent for a considerable period, if they have not time or inclination to take leave of all

their friends by making formal calls, they will send to each of their friends a card with the letters P. P. C. written upon it. They are the initials of "Pour Prendre Congé"—to take leave—and may with propriety stand for "presents parting compliments." On returning home it is customary that friends should first call upon them. A neglect to do so, unless for some good excuse, is sufficient cause to drop their acquaintance. In taking leave of a family, you send as many cards as you would if you were paying an ordinary visit.

VISITS OF CONDOLENCE.

Visits of condolence should be made a week after the event which occasioned them; but if the acquaintance be slight, immediately after the family appear at public worship. A card should be sent in, and if your friends are able to receive you, your manners and conversation should be in harmony with the character of your visit. It is deemed courteous to send in a mourning card; and for ladies to make their calls in black silk or plain-coloured apparel. It denotes that they sympathize with the afflictions of the family and a warm, heartfelt sympathy is always appreciated.

EVENING VISITS.

Evening visits are paid only to those with whom we are well acquainted. They should not be frequent, even where one is intimate, nor should they be protracted to a great length. Frequent visits are apt to become tiresome to your friends or acquaintances, and long visits may entitle you to the appellation of "bore."

If you should happen to pay an evening visit at a house where a small party had assembled, unknown to you, present yourself and converse for a few minutes with an unembarrassed air, after which you may leave, pleading as an excuse that you only intended to make a short call. An invitation to stay and spend the evening, given for the sake of courtesy, should

not be accepted. If urged very strongly to remain, and the company is an informal gathering, you may with propriety consent to do so.

KEEP AN ACCOUNT OF CALLS.

A person should keep a strict account of ceremonial calls, and take note of how soon calls are returned. By doing so, an opinion can be formed as to how frequently visits are desired. Instances may occur, when, in consequence of age or ill health, calls should be made without any reference to their being returned. It must be remembered that nothing must interrupt the discharge of this duty.

CALLS OF CEREMONY AMONG FRIENDS.

Among relatives and friends, calls of mere ceremony are unnecessary. It is, however, needful to make suitable calls, and to avoid staying too long, if your friend is engaged. The courtesies of society should be maintained among the nearest friends, and even the domestic circle.

"ENGAGED" OR "NOT AT HOME."

If a lady is so employed that she cannot receive callers she should charge the servant who goes to answer the bell to say that she is "engaged" or "not at home." This will prove sufficient with all well-bred people.

The servant should have her orders to say "engaged" or "not at home" before any one has called, so that the lady shall avoid all risk of being obliged to inconvenience herself in receiving company when she has intended to deny herself. If there are to be exceptions made in favour of any individual or individuals, mention their names specially to the servant, adding that you will see them if they call, but to all others you are "engaged."

A lady should always be dressed sufficiently well to receive company, and not keep them waiting while she is making her toilet.

A well-bred person always endeavours to receive visitors at whatever time they call, or whoever they may be, but there are times when it is impossible to do so, and then, of course, a servant is instructed beforehand to say "not at home" to the visitor. If, however, the servant admits the visitor, and he is seated in the drawing-room or parlour, it is the duty of the hostess to receive him or her at whatever inconvenience it may be to herself.

When you call upon persons, and are informed at the door that the parties whom you ask for are engaged, you should never insist in an attempt to be admitted, but should acquiesce at once in any arrangements which they have made for their convenience, and to protect themselves from interruption. However intimate you may be in any house you have no right, when an order has been given to exclude general visitors, and no exception has been made of you, to violate that exclusion, and declare that the party should be at home to you. There are times and seasons when a person desires to be left entirely alone, and at such times there is no friendship for which she would give up her occupation or her solitude.

GENERAL RULES REGARDING CALLS.

A gentleman in making a formal call should retain his hat and gloves in his hand on entering the room. The hat should not be laid upon a table or stand, but kept in the hand, unless it is found necessary from some cause to set it down. In that case, place it upon the floor. An umbrella should be left in the hall. In an informal evening call, the hat, gloves, overcoat and cane may be left in the hall.

A lady, in making a call, may bring a stranger, even a gentleman, with her, without previous permission. A gentleman, however, should never take the same liberty.

No one should prolong a call if the person upon whom the call is made is found dressed ready to go out.

A lady should be more richly dressed when calling on her friends than for an ordinary walk.

A lady should never call upon a gentleman except upon some business, officially or professionally.

Never allow young children, dogs or pets of any sort to accompany you in a call. They often prove disagreeable and troublesome.

Two persons out of one family, or at most three, are all that should call together.

It is not customary in cities to offer refreshments to callers. In the country, where the caller has come from some distance, it is exceedingly hospitable to do so.

Calls in the country may be less ceremonious, and of longer duration, than those made in the city.

A person making a call should not, while waiting for a hostess, touch an open piano, walk about the room examining pictures, nor handle any ornament in the room.

If there is a stranger visiting at the house of a friend, the acquaintances of the family should be punctilious to call at an early date.

Never offer to go to the room of an invalid upon whom you have called but wait for an invitation to do so.

In receiving morning calls, it is unnecessary for a lady to lay aside any employment, not of an absorbing nature, upon which she may happen to be engaged. Embroidery, crocheting, or light needle-work are perfectly in harmony with the requirements of the hour, and the lady looks much better employed than in absolute idleness.

A lady should pay equal attention to all her guests. The display of unusual deference is alone allowable when distinguished rank or reputation or advanced age justifies it.

A guest should take the seat indicated by the hostess. A gentleman should never seat himself on a sofa beside her, nor in a chair in immediate proximity, unless she specially invites him to do so.

A lady need not lay aside her bonnet during a formal call, even though urged to do so, If the call be a friendly and un-

ceremonious one, she may do so if she thinks proper, but not without an invitation.

A gentleman caller must not look at his watch during a call; unless, in doing so, he pleads some engagement and asks to be excused.

Formal calls are generally made twice a year; but only once a year is binding, when no invitations have been received that require calls in return.

In calling upon a person living at a hotel or boarding-house, it is customary to stop in the parlour and send your card to the room of the person called upon.

When a person has once risen to take leave, he should not be persuaded to prolong his stay.

Callers should take special pains to make their visits opportune. On the other hand, a lady should always receive her callers, at whatever hour or day they come, if it is possible to do so.

When a gentleman has called and not found the lady at home, it is civility on the part of the lady, upon the occasion of their next meeting, to express her regret at not seeing him. He should reciprocate the regret, and not reply unthinkingly or awkwardly: "Oh, it made no particular difference," "it was of no great consequence," or words to that effect.

After you have visited a friend at her country seat, or after receiving an invitation to visit her, a call is due her upon her return to her town residence. This is one of the occasions when a call should be made promptly and in person, unless you have a reason for wishing to discontinue the acquaintance; even then it would be more civil to take another opportunity for dropping a friend who wished to show a civility, unless her character has been irretrievably lost in the meantime.

NEW-YEAR'S CALLS.

The custom of New-Year's calling is prevalent in all cities, and most villages in the country, and so agreeable a custom is

it, that it is becoming more in favour every year. This is the day when gentlemen keep up their acquaintanceship with ladies and families, some of whom they are unable to see, probably, during the whole year. Of late it has been customary in many cities to publish in one or more newspapers, a day or two before New Year's, a list of the ladies who will receive calls on that day, and from this list gentlemen arrange their calls. For convenience and to add to the pleasure of the day, several ladies frequently unite in receiving calls at the residence of one of their number, but this is usually done when only one or two members of a family can receive. Where there are several members of a family, who can do so, they usually receive at their own home.

Gentlemen call either singly, in couples, by threes or fours and sometimes even more, in carriages or on foot, as they choose. Calls commence about ten o'clock in the morning, and continue until about nine in the evening. When the gentlemen go in parties, they call upon the lady friends of each, and if all are not acquainted, those who are, introduce the others. The length of a call is usually from five to fifteen minutes, but it is often governed by circumstances, and may be prolonged to even an hour.

Refreshments are usually provided for the callers, and should always be offered, but it is not necessary that they should be accepted. If not accepted, an apology should be tendered, with thanks for the offer. The refreshments may consist of oysters, raw or scalloped, cold meats, salads, fruits, cakes, sandwiches, etc., and hot tea and coffee.

When callers are ushered into the reception-room, they are met by the ladies, when introductions are given, and the callers are invited to remove their overcoats, but it is optional with them whether they do so or not. It is also optional with them whether they remove their gloves. When gentlemen are introduced to ladies in making New Year's calls, they are not thereby warranted in calling again upon any of these ladies, unless

especially invited to do so. It is the lady's pleasure whether the acquaintance shall be maintained.

In making New-Year's calls, a gentleman leaves one card, whatever may be the number of ladies receiving with the hostess. If there is a basket at the door, he leaves a card for each of the ladies at the house, including lady guests of the family, provided there are any. The New-Year's card should not differ from an ordinary calling card. It should be plain, with the name engraved, or printed in neat script. It is not now considered in good taste to have "Happy New Year," or other words upon it, unless it may be the residence of the gentleman, which may be printed or written in the right hand corner, if deemed desirable. A gentleman does not make calls the first New-Year's after his marriage, but receives at home with his wife.

CHAPTER VI.

Etiquette of Visiting.

OME of the social observances pertaining to visiting away from one's own home, and accepting the hospitalities of friends, are here given, and are applicable to ladies and gentlemen alike.

GENERAL INVITATIONS.

No one should accept a general invitation for a prolonged visit. "Do come and spend some time with me," may be said with all earnestness and cordiality, but to give the invitation real meaning the date should be definitely fixed and the length of time stated.

A person who pays a visit upon a general invitation need not be surprised if he finds himself as unwelcome as he is unexpected. His friends may be absent from home, or their house may be already full, or they may not have made arrangements for visitors. From these and other causes they may be greatly inconvenienced by an unexpected arrival.

It would be well if people would abstain altogether from this custom of giving general invitations, which really mean nothing, and be scrupulous to invite their desired guests at a stated time, and for a given period.

LIMIT OF A PROLONGED VISIT.

If no exact length of time is specified, it is well for visitors to limit a visit to three days or a week, according to the degree of

intimacy they may have with the family, or the distance they have come to pay the visit, announcing this limitation soon after arrival, so that the host and hostess may invite a prolongation of the stay if they desire it, or so that they can make their arrangements in accordance. One never likes to ask of a guest, "How long do you intend to remain?" yet it is often most desirable to know.

TRUE HOSPITALITY.

Offer your guests the best that you have in the way of food and rooms, and express no regrets, and make no excuse that you have nothing better to give them.

Try to make your guests feel at home; and do this, not by urging them in empty words to do so, but by making their stay as pleasant as possible, at the same time being careful to put out of sight any trifling trouble or inconvenience they may cause you.

Devote as much time as is consistent with other engagements to the amusement and entertainment of your guests.

DUTIES OF THE VISITOR.

On the other hand, the visitor should try to conform as much as possible to the habits of the house which temporarily shelters him. He should never object to the hours at which meals are served, nor should he ever allow the family to be kept waiting on his account.

It is a good rule for a visitor to retire to his own apartment in the morning, or at least seek out some occupation or amusement of his own, without seeming to need the assistance or attention of host or hostess; for it is undeniable that these have certain duties which must be attended to at this portion of the day, in order to leave the balance of the time free for the entertainment of their guests.

If any family matters of a private or unpleasant nature come to the knowledge of the guest during his stay, he must seem

both blind and deaf, and never refer to them unless the parties interested speak of them first.

The rule on which a host and hostess should act is to make their guests as much at ease as possible; that on which a visitor should act is to interfere as little as possible with the ordinary routine of the house.

It is not required that a hostess should spend her whole time in the entertainment of her guests. The latter may prefer to be left to their own devices for a portion of the day. On the other hand, it shows the worst of breeding for a visitor to seclude himself from the family and seek his own amusements and occupations regardless of their desire to join in them or entertain him.

You should try to hold yourself at the disposal of those whom you are visiting. If they propose to you to ride, to drive or walk, you should acquiesce as far as your strength will permit, and do your best to seem pleased at the efforts made to entertain you.

You should not accept invitations without consulting your host. You should not call upon the servants to do errands for you, or to wait upon you too much, nor keep the family up after hours of retiring.

If you have observed anything to the disadvantage of your friends, while partaking of their hospitality, it should never be mentioned, either while you are under their roof or afterwards. Speak only of what redounds to their praise and credit. This feeling ought to be mutual between host and guest. Whatever good is observed in either may be commented upon, but the curtain of silence must be drawn over their faults.

Give as little trouble as possible when a guest, but at the same time never think of apologizing for any little additional trouble which your visit may occasion. It would imply that you thought your friends incapable of entertaining you without some inconvenience to themselves.

Keep your room as neat as possible, and leave no articles of dress or toilet around to give trouble to servants.

A lady guest will not hesitate to make her own bed, if few or no servants are kept; and in the latter case she will do whatever else she can to lighten the labours of her hostess as a return for the additional exertion her visit occasions.

INVITATIONS TO GUESTS.

Any invitation given to a lady guest should also include the hostess, and the guest is justified in declining to accept any invitation unless the hostess is also invited. Invitations received by the hostess should include the guest. Thus, at all places of amusement and entertainment, guest and host may be together.

FORBEARANCE WITH CHILDREN.

A guest should not notice or find fault with the bad behaviour of the children in the household where visiting, and should put up with any of their faults and overlook any ill-bred or disagreeable actions on their part.

GUESTS MAKING PRESENTS.

If a guest wishes to make a present to any member of the family she is visiting, it should be to the hostess, or if to any of the children, to the youngest in preference, though it is usually better to give it to the mother. Upon returning home, when the guest writes to the hostess, she expresses her thanks for the hospitality, and requests to be remembered to the family

TREATMENT OF A HOST'S FRIENDS.

If you are a guest, you must be very cautious as to the treatment of the friends of your host or hostess. If you do not care to be intimate with them, you must be careful not to show a dislike for them, or that you wish to avoid them. You must be exceedingly polite and agreeable to them, avoiding any special familiarity, and keep them at a distance without hurting their feelings. Do not say to your host or hostess that you do not like any of their friends.

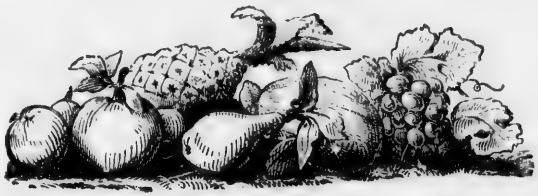
LEAVE-TAKING.

Upon taking leave, express the pleasure you have experienced in your visit. Upon returning home it is an act of courtesy to write and inform your friends of your safe arrival, at the same time repeating your thanks.

A host and hostess should do all they can to make the visit of a friend agreeable; they should urge him to stay as long as it is consistent with his own plans, and at the same time convenient to themselves. But when the time for departure has been fully fixed upon, no obstacle should be placed in the way of leave-taking. Help him in every possible way to depart, at the same time giving him a cordial invitation to renew the visit at some future period.

"Welcome the coming, speed the parting, guest,"

expresses the true spirit of hospitality.



CHAPTER VII.

Visiting and Calling Cards.

AN authentic writer upon visiting cards says: "To the unrefined or under-bred, the visiting card is but a trifling and insignificant bit of paper; but to the cultured disciple of social law, it conveys a subtle and unmistakable intelligence. Its texture, style of engraving, and even the hour of leaving it, combines to place the stranger, whose name it bears, in a pleasant or a disagreeable attitude, even before his manners, conversation and face have been able to explain his social position. The higher the civilization of a community, the more careful it is to preserve the elegance of its social forms. It is quite as easy to express a perfect breeding in the fashionable formalities of cards, as by any other method, and perhaps, indeed, it is the safest herald of an introduction for a stranger. Its texture should be fine, its engraving a plain script, its size neither too small, so that its recipients shall say to themselves, 'A whimsical person,' nor too large to suggest ostentation. Refinement seldom touches extremes in anything."

CALLING CARDS.

A card used in calling should have nothing upon it but the name of the caller. A lady's card should not bear her place of residence, such cards having, of late, been appropriated by the

members of the demi-monde. The street and number always look better upon the card of the husband than upon that of the wife. When necessary, they can be added in pencil on the cards of the wife and daughter. A business card should never be used for a friendly call. A physician may put the prefix "Dr.," or the affix "M. D.," upon his card, and an army or navy officer his rank and branch of service.

WEDDING CARDS.

Wedding cards are only sent to those people whom the newly married couple desire to keep among their acquaintances, and it is then the duty of those receiving the cards to call first on the young couple.

An ancient custom, but one which has been recently revived, is for the friends of the bride and groom to send cards; these are of great variety in size and design, and resemble Christmas or Easter cards, but are usually more artistic.

CHRISTMAS AND EASTER CARDS.

A very charming custom that is coming into vogue is the giving or sending of Easter and Christmas cards. These are of such elegant designs and variety of colours that the stationer takes great pride in decorating his shop windows with them; indeed some of them are so elegant as to resemble oil paintings. Books and other small offerings may accompany cards as a token of remembrance.

CARDS TO SERVE FOR CALLS.

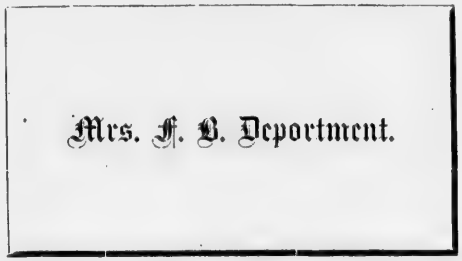
A person may make a card serve the purpose of a call, and it may either be sent in an envelope, by messenger, or left in person. If left in person, one corner should be turned down. To indicate that a call is made on all or several members of the family, the card for the lady of the house is folded in the middle. If guests are visiting at the house, a card is left for each guest.

ENCLOSING A CARD IN AN ENVELOPE.

To return a call made in person with a card enclosed in an envelope, is an intimation that visiting between the parties is ended. Those who leave or send their card with no such intention, should not inclose them in an envelope. An exception to this rule is where they are sent in return to the newly married living in other cities, or in answering wedding cards forwarded when absent from home. P. P. C. cards are also sent in this way, and are the only cards that it is as yet universally considered admissible to send by post.

SIZE AND STYLE OF VISITING OR CALLING CARDS.

A medium sized is in better taste than a very large card for married persons. Cards bearing the name of the husband alone are smaller. The cards of unmarried men should also be small. The engraving in simple writing is preferred, and without flourishes. Nothing in cards can be more commonplace than large printed letters, be the type what it may. Young men should dispense with the "Mr." before their names.



CALLING CARD.

CORNERS OF CARDS TURNED DOWN.

The significations of turning down the corners of cards are:
Visite—The right hand upper corner.
Felicitation—The left hand upper corner.
Condolence—The left hand lower corner.

P. P. C.
To take leave } The right hand lower corner.

Card, right hand end turned down—*Delivered in person.*

CARD FOR MOTHER AND DAUGHTER.

The names of young ladies are sometimes printed or engraved on their mother's cards; both in script. It is, of course, allowable for the daughter to have cards of her own.

Some ladies have adopted the fashion of having the daughter's name on the same card with their own and their husbands' names.

GLAZED CARDS.

Glazed cards are quite out of fashion, as are cards and note paper with gilt edges. The fashion in cards, however, changes so often, that what is in style one year, may not be the next.

P. P. C. CARDS.

A card left at a farewell visit, before a long protracted absence, has "P. P. C." (Pour Prendre Conge) written in one corner. It is not necessary to deliver such cards in person, for they may be sent by a messenger, or by post if necessary. P. P. C. cards are not left when the absence from home is only for a few months, nor by persons starting in midsummer for a foreign country, as residents are then supposed to be out of town. They are sent to or left with friends by ladies just previous to their contemplated marriage to serve the purpose of a call.

CARDS OF CONGRATULATION.

Cards of congratulation must be left in person, or a congratulatory note, if desired, can be made to serve instead of a call, excepting upon the newly married. Calls in person are due to them, and to the parents who have invited you to the marriage. When there has been a reception after the ceremony,which you have been unable to attend, but have sent cards by some member of your family, your cards need not again represent you until they have been returned, with the new residence an-

nounced; but a call is due to the parents or relatives who have given the reception. When no wedding cards are sent you, nor the card of the bridegroom, you cannot call without being considered intrusive. One month after the birth of a child the call of congratulation is made by acquaintances.

LEAVE CARDS IN MAKING FIRST CALL.

In making the first calls of the season (in the autumn) both ladies and gentlemen should leave a card each, at every house called upon, even if the ladies are receiving. The reason of this is that where a lady is receiving morning calls, it would be too great a tax upon her memory to oblige her to keep in mind what calls she has to return or which of them have been returned, and in making out lists for inviting informally, it is often the card-stand which is first searched for bachelors' cards to meet the emergency. Young men should be careful to write their street and number on their cards.

LEAVE CARDS AFTER AN INVITATION.

After an invitation, cards must be left upon those who have sent it, whether it is accepted or not. They must be left in person, and if it is desired to end the acquaintance the cards can be left without inquiring whether the ladies are at home.

Gentlemen should not expect to receive invitations from ladies with whom they are only on terms of formal visiting, until the yearly or autumnal call has been made, or until their cards have been left to represent themselves.

CARDS IN MEMORIAM.

These are a loving tribute to the memory of the departed; an English custom rapidly gaining favour with us; it announces to friends the death, of which they might remain in ignorance but for this mark of respect:

GEORGE A. CUSTER,

Lieutenant-Colonel Seventh Cavalry, Brevet Major-General United States Army.

Born December 5th, 1839, Harrison County, Ohio.

Killed, with his entire Command, in the Battle of Little Big Horn, June 25th, 1876.

Oh, Custer—Gallant Custer! man fore-doomed
To ride, like Rupert, spurred and waving-plumed,
Into the very jaws of death.

CARDS OF CONDOLENCE.

Cards of condolence left by mere acquaintances must be returned by "mourning cards" before such persons feel at liberty to make a call. When the bereaved are ready to receive calls (instead of the cards) of their acquaintances, "mourning cards" in envelopes, or otherwise, are returned to all those who have left their cards since the death, which was the occasion of the cards being left. Intimate friends, of course, do not wait for cards, but continue their calls, without regard to any ceremonious observances made for the protection of the bereaved. Acquaintances leaving cards should inquire after the health of the family, leaving the cards in person.

MOURNING CARDS.

On announcement of a death it is correct to call in person at the door, to make inquiries and leave your card with lower left hand corner turned down. Unless close intimacy exists, it is not usage to ask to see the afflicted. Cards can be sent to express sympathy, but notes of condolence are permissible only from intimate friends.

A BRIDEGROOM'S CARD.

When only the family and the most intimate friends of a bride and bridegroom have been included in the invitations for the marriage, or where there has been no reception after the marriage at church, the bridegroom often sends his bachelor card (inclosed in an envelope) to those of his acquaintances with whom he wishes to continue on visiting terms. Those who receive a card should call on the bride, within ten days after she has taken possession of her home. Some persons have received such a card as an intimation that the card was to end the acquaintance. This mistake shows the necessity of a better understanding of social customs.

CHAPTER VIII.

Conversation.

THE character of a person is revealed by his conversation as much as by any one quality he possesses, for strive as he may he cannot always be acting.

IMPORTANCE OF CONVERSING WELL.

To be able to converse well is an attainment which should be cultivated by every intelligent man and woman. It is better to be a good talker than a good singer or musician, because the former is more widely appreciated, and the company of a person who is able to talk well on a great variety of subjects, is much sought after. The importance, therefore, of cultivating the art of conversation, cannot easily be over-estimated. It should be the aim of all intelligent persons to acquire the habit of talking sensibly and with facility upon all topics of general interest to society, so that they may both interest others, and be themselves interested, in whatever company they may chance to be thrown.

TRAINING CHILDREN.

The training for this should commence in early childhood. Parents should not only encourage their children to express

themselves freely upon everything that attracts their attention and interests them, but they should also incite their faculties of perception, memory and close observation, by requiring them to recount everything, even to its minutest details, that they may have observed in walking to and from school, or in taking a ride in a carriage or in the cars. By training a child to a close observation of everything he meets or passes, his mind becomes very active, and the habit, having once been acquired, he becomes interested in a great variety of objects; sees more and enjoys more than one who has not been so trained.

CULTIVATING THE MEMORY.

A good memory is an invaluable aid in acquiring the art of conversation, and the cultivation and training of this faculty is a matter of importance. Early youth is the proper time to begin this training, and parents and teachers should give special attention to the cultivation of memory. When children are taken to church, or to hear a lecture, they should be required te relate or to write down from memory, such a digest of the sermon or lecture as they can remember. Adults may also adopt this plan for cultivating the memory, and they will be surprised to find how continued practice in this will improve this faculty. The practice of taking notes impairs rather than aids the memory, for then a person relies almost entirely in the notes taken, and does not tax the memory sufficiently. A person should also train himself to remember the names of persons whom he becomes acquainted with, so as to recall them whenever or wherever he may subsequently meet them. It is related of a large wholesale boot and shoe merchant of an eastern city, that he was called upon one day by one of his best customers, residing in a distant city, whom he had frequently met, but whose name, at the time, he could not recall, and received his order for a large bill of goods. As he was about to leave, the merchant asked his name, when the customer indignantly replied that he supposed he was known by a man from whom he had

purchased goods for many years, and countermanding his order, he left the store, deaf to all attempts at explanation. Though this may be an extreme case, it illustrates the importance of remembering the names of people when circumstances require it.

HENRY CLAY'S MEMORY OF NAMES.

One secret of Henry Clay's popularity as a politician was his faculty of remembering the names of persons he had met. It is said of him that if he was once introduced to a person, he was ever afterwards able to call him by name, and recount the circumstances of their first meeting. This faculty he cultivated after he entered upon the practice of law in Kentucky, and soon after he began his political life. At that time his memory for names was very poor, and he resolved to improve it. He adopted the practice, just before retiring at night, of recalling the names of all the persons he had met during the day, writing them in a note book, and repeating over the list the next morning. By this practice, he acquired in time his wonderful facility in remembering the names of persons he had become acquainted with.

WRITING AS AN AID TO CORRECT TALKING.

To converse correctly—to use correct language in conversation—is also a matter of importance, and while this can be acquired by a strict attention to grammatical rules, it can be greatly facilitated by the habit of writing down one's thoughts. In writing, strict regard is, or should be, paid to the correct use of language, and when a person, from constant writing, acquires the habit of using correct language, this habit will follow him in talking. A person who is accustomed to much writing, will always be found to use language correctly in speaking.

REQUISITES FOR A GOOD TALKER.

To be a good talker then, one should be possessed of much general information, acquired by keen observation, attentive

listening, a good memory, extensive reading and study, logical habits of thought, and have a correct knowledge of the use of language. He should also aim at a clear intonation, well chosen phraseology and correct accent. These acquirements are within the reach of every person of ordinary ability, who has a determination to possess them, and the energy and perseverance to carry out that determination.

VULGARISMS.

In conversation, one must scrupulously guard against vulgarisms. Simplicity and terseness of language are the characteristics of a well educated and highly cultivated person. It is the uneducated or those who are but half educated, who use long words and high-sounding phrases. A hyperbolical way of speaking is mere flippancy, and should be avoided. Such phrases as "awfully pretty," "immensely jolly," "abominably stupid," "disgustingly mean," are of this nature, and should be avoided. Awkwardness of attitude is equally as bad as awkwardness of speech. Lolling, gesticulating, fidgeting, handling an eye-glass or watch-chain and the like, give an air of *gaucherie*, and take off a certain percentage from the respect of others.

LISTENING.

The habit of listening with interest and attention is one which should be specially cultivated. Even if the talker is prosy, and prolix, the well-bred person will appear interested, and at appropriate intervals make such remarks as shall show that he has heard and understood all that has been said. Some superficial people are apt to style this hypocrisy; but if it is, it is certainly a commendable hypocrisy, directly founded on that strict rule of good manners which commands us to show the same courtesy to others that we hope to receive ourselves. We are commanded to check our impulses, conceal our dislikes, and even modify our likings whenever or wherever these are liable to give offence or pain to others. The person who turns away

with manifest displeasure, disgust or want of interest when another is addressing him, is guilty not only of an ill-bred, but a cruel act.

FLIPPANCY.

In conversation all provincialism, affectations of foreign accents, mannerisms, exaggerations and slang are detestable. Equally to be avoided are inaccuracies of expression, hesitation, an undue use of foreign words, and anything approaching to flippancy, coarseness, triviality or provocation. Gentlemen sometimes address ladies in a very flippant manner, which the latter are obliged to pass over without notice, for various reason, while inwardly they rebel. Many a worthy man has done himself an irreparable injury by thus creating a lasting prejudice in the minds of those whom he might have made his friends, had he addressed them as though he considered them rational beings, capable of sustaining their part in a conversation upon sensible subjects. Flippancy is as much an evidence of ill-breeding as is the perpetual smile, the wandering eye, the vacant stare, and the half-opened mouth of the man who is preparing to break in upon the conversation.

BE SYMPATHETIC AND ANIMATED.

Do not go into society unless you make up your mind to be sympathetic, unselfish, animating, as well as animated. Society does not require mirth, but it does demand cheerfulness and unselfishness, and you must help to make and sustain cheerful conversation. The manner of conversation is as important as the matter.

COMPLIMENTS.

Compliments are said by some to be inadmissible. But between equals, or from those of superior position to those of inferior station, compliments should be not only acceptable but gratifying. It is pleasant to know that our friends think well of us, and it is always agreeable to know that we are thought well of by those who hold higher positions, such as men of su-

perior talent, or women of superior culture. Compliments which are not sincere, are only flattery and should be avoided; but the saying of kind things, which is natural to the kind heart, and which confers pleasure, should be cultivated, at least not suppressed. Those parents who strive most for the best mode of training their children are said to have found that it is never wise to censure them for a fault, without preparing the way by some judicious mention of their good qualities.

SLANG.

All slang is vulgar. It lowers the tone of society and the standard of thought. It is a great mistake to suppose that slang is in any manner witty. Only the very young or the uncultivated so consider it.

FLATTERY.

Do not be guilty of flattery. The flattery of those richer than ourselves or better born is vulgar, and born of rudeness, and is sure to be received as emanating from unworthy motives. Testify your respect, your admiration, and your gratitude by deeds more than words. Words are easy but deeds are difficult. Few will believe the former, but the latter will carry confirmation with them.

SCANDAL AND GOSSIP.

Scandal is the least excusable of all conversational vulgarities. Envy prompts the tongue of the slanderer. Jealousy is the disturber of the harmony of all interests. A writer on this subject says: "Gossip is a troublesome sort of insect that only buzzes about your ears and never bites deep; slander is the beast of prey that leaps upon you from its den and tears you in pieces. Slander is the proper object of rage; gossip of contempt." Those who best understand the nature of gossip and slander, if the victims of both, will take no notice of the former, but will allow no slander of themselves to go unrefuted

during their lifetime, to spring up in a hydra-headed attack upon their children. No woman can be too sensitive as to any charges affecting her moral character, whether in the influence of her companionship, or in the influence of her writings.

RELIGION AND POLITICS.

Religion and politics are topics that should never be introduced in general conversation, for they are subjects dangerous to harmony. Persons are most likely to differ, and least likely to preserve their tempers on these topics. Long arguments in general company, however entertaining to the disputants, are very tiresome to the hearers.

SATIRE AND RIDICULE.

Young persons appear ridiculous when satirizing or ridiculing books, people or things. Opinions to be worth the consideration of others should have the advantage of coming from mature persons. Cultivated people are not in the habit of resorting to such weapons as satire and ridicule. They find too much to correct in themselves to indulge in coarse censure of the conduct of others, who may not have had the advantages equal to their own.

TITLES.

In addressing persons with titles always add the name; as "what do you think of it, Doctor Hayes?" not "what do you think of it, Doctor?" In speaking of foreigners the reverse of the English rule is observed. No matter what the title of a Frenchman is, he is always addressed as *Monsieur*, and you never omit the word *Madame*, whether addressing a duchess or a dressmaker. The former is "*Madame la Duchesse*," the latter plain "*Madame*." Always give a foreigner his title. If General Sherman travels in Europe and is received by the best classes with the dignity that his worth, culture and position as an American General demand, he will never be called Mr. Sherman, but his title will invariably precede his name. There are

persons who fancy that the omission of the title is annoying to the party who possesses it, but this is not the ground taken why the title should be given, but because it reveals either ignorance or ill-breeding on the part of those omitting it.

CHRISTIAN NAMES.

There is a class of persons, who from ignorance of the customs of good society, or from carelessness, speak of persons by their Christian names, who are neither relations nor intimate friends. This is a familiarity which, outside of the family circle, and beyond friends of the closest intimacy, is never indulged in by the well-bred.

INTERRUPTION.

Interruption of the speech of others is a great sin against good-breeding. It has been aptly said that if you interrupt a speaker in the middle of a sentence, you act almost as rudely as if, when walking with a companion, you were to thrust yourself before him and stop his progress.

ADAPTABILITY IN CONVERSATION.

The great secret of talking well is to adapt your conversation, as skilfully as may be, to your company. Some men make a point of talking common-place to all ladies alike, as if a woman could only be a trifler. Others, on the contrary, seem to forget in what respects the education of a lady differs from that of a gentleman, and commit the opposite error of conversing on topics with which ladies are seldom acquainted, and in which few, if any, are ever interested. A woman of sense has as much right to be annoyed by the one, as a woman of ordinary education by the other. If you really wish to be thought agreeable, sensible, amiable, unselfish and even well-informed, you should lead the way, in *tête-à-tête* conversations, for sportsmen to talk of their shooting, a mother to talk of her children, a traveller of his journeys and the countries he has visited, a young lady of her last ball and the prospective ones, an artist

of his picture and an author of his book. To show any interest in the immediate concerns of people is very complimentary, and when not in general society one is privileged to do this. People take more interest in their own affairs than in anything else you can name, and if you manifest an interest to hear, there are but few who will not sustain conversation by a narration of their affairs in some form or an other. Thackeray says: "Be interested by other people and by their affairs. It is because you yourself are selfish that that other person's self does not interest you."

CORRECT USE OF WORDS.

The correct use of words is indispensable to a good talker who would escape the unfavourable criticism of an educated listener. There are many words and phrases, used in some cases by persons who have known better, but who have become careless from association with others who make constant use of them. "Because that" and "but that" should never be used in connection, the word "that" being entirely superfluous. The word "vocation" is often used for "avocation." "Unhealthy" food is spoken of when it should be "unwholesome." "Had not ought to" is sometimes heard for "ought not to;" "banister" for "baluster;" "handsful" and "spoonsful" for "handfuls" and "spoonfuls;" "it was him" for "it was he;" "it was me" for "it was I;" "whom do you think was there?" for "who do you think was there?"; "a mutual friend" for "a common friend;" "like I did" instead of "as I did;" "those sort of things" instead of "this sort of things;" "laying down" for "lying down;" "setting on a chair" for "sitting on a chair;" "try and make him" instead of "try to make him;" "she looked charmingly" for "she looked charming;" "loan" for "lend;" "to get along" instead of "to get on;" "cupalo" instead of "cupolo;" "who" for "whom"—as, "who did you see" for "whom did you see;" double negatives, as, "he did not do neither of those things;" "lesser" for "least;" "move" instead of "remove;" "off-set" instead of "set-off," and many

other words which are often carelessly used by those who have been better taught, as well as by those who are ignorant of their proper use.

SPEAKING ONE'S MIND.

Certain honest but unthinking people often commit the grievous mistake of "speaking their mind" on all occasions and under all circumstances, and oftentimes to the great mortification of their hearers. And especially do they take credit to themselves for their courage, if their freedom of speech happens to give offence to any of them. A little reflection ought to show how cruel and unjust this is. The law restrains us from inflicting bodily injury upon those with whom we disagree, yet there is no legal preventative against this wounding of the feelings of others.

UNWISE EXPRESSION OF OPINION.

Another class of people, actuated by the best of intentions, seem to consider it a duty to parade their opinions upon all occasions, and in all places, without reflecting that the highest truth will suffer from an unwise and over-zealous advocacy. Civility requires that we give to the opinions of others the same toleration that we exact for our own, and good sense should cause us to remember that we are never likely to convert a person to our views when we begin by violating his notions of propriety and exciting his prejudices. A silent advocate of a cause is always better than an indiscreet one.

PROFANITY.

No gentleman uses profane language. It is unnecessary to add that no gentleman will use profane language in the presence of a lady. For profanity there is no excuse. It is a low and paltry habit, acquired from association with low and paltry spirits, who possess no sense of honour, no regard for decency and no reverence or respect for beings of a higher moral or religious nature than themselves. The man who habitually uses profane language, lowers his moral tone with every oath he ut-

ters. Moreover, the silliness of the practice, if no other reason, should prevent its use by every man of good sense.

PUBLIC MENTION OF PRIVATE MATTERS.

Do not parade merely private matters before a public or mixed assembly or to acquaintances. If strangers really wish to become informed about you or your affairs, they will find the means to gratify their curiosity without your advising them gratuitously. Besides, personal and family affairs, no matter how interesting they may be to the parties immediately concerned, are generally of little moment to outsiders. Still less will the well-bred person inquire into or narrate the private affairs of any other family or individual.

OSTENTATIOUS DISPLAY OF KNOWLEDGE.

In refined and intelligent society one should always display himself at his best, and make a proper and legitimate use of all such acquirements as he may happen to have. But there should be no ostentatious or pedantic show of erudition. Besides being vulgar, such a show subjects the person to ridicule.

PRUDERY.

Avoid an affectation of excessive modesty. Do not use the word "limb" for leg." If legs are really improper, then let us on no account, mention them. But having found it necessary to mention them, let us by all means give them their appropriate name.

DOUBLE ENTENDRES.

No person of decency, still less of delicacy, will be guilty of *double entendre.* A well-bred person always refuses to understand a phrase of doubtful meaning. If the phrase may be interpreted decently, and with such interpretation would provoke a smile, then smile to just the degree called for by such interpretation, and no more. The prudery which sits in solemn and severe rebuke at a *double entendre* is only second in indelicacy

to the indecency which grows hilarious over it, since both must recognise the evil intent. It is sufficient to let it pass unrecognised.

INDELICATE WORDS AND EXPRESSIONS.

Not so when one hears an indelicate word or expression which allows of no possible harmless interpretation. Then not the shadow of a smile should flit across the lips. Either complete silence should be preserved in return, or the words, "I do not understand you," be spoken. A lady will always fail to hear that which she should not hear, or, having unmistakably heard, she will not understand.

VULGAR EXCLAMATIONS.

No lady should make use of any feminine substitute for profanity. The woman who exclaims "The Dickens!" or "Mercy!" or "Goodness!" when she is annoyed or astonished, is as vulgar in spirit, though perhaps not quite so regarded by society, as though she had used expressions which it would require but little stretch of the imagination to be regarded as profane.

WIT.

You may be witty and amusing if you like, or rather, if you can, but never use your wit at the expense of others.

> "Wit's an unruly engine, wildly striking
> Sometimes a friend, sometimes the engineer;
> Hast thou the knack? pamper it not with liking;
> But if thou want it, buy it not too dear.
> Many affecting wit beyond their power
> Have got to be a dear fool for an hour.—HERBERT.

DISPLAY OF EMOTIONS.

Avoid all exhibitions of temper before others, if you find it impossible to suppress them entirely. All emotions, whether of grief or joy, should be subdued in public, and only allowed full play in the privacy of your own apartments.

IMPERTINENT QUESTIONS.

Never ask impertinent questions. Some authorities in etiquette even go so far as to say that *all* questions are strictly tabooed. Thus, if you wished to inquire after the health of the brother of your friend, you would say, "I hope your brother is well," not "How is your brother's health?"

THE CONFIDENCE OF OTHERS.

Never try to force yourself into the confidence of others; but if they give you their confidence of their own free will, let nothing whatever induce you to betray it. Never seek to pry into a secret, and never divulge one.

USE OF FOREIGN LANGUAGE.

Do not form the habit of introducing words and phrases of French or other foreign languages into common conversation. This is only allowable in writing, and not then except when the foreign word or phrase expresses more clearly and directly than English can do the desired meaning. In familiar conversation this is an affectation, only pardonable when all persons present are particularly familiar with the language.

PRETENCES.

Avoid all pretence at gentility. Pass for what you are, and nothing more. If you are obliged to make any little economies, do not be ashamed to acknowledge them as economies, if it becomes necessary to speak of them at all. If you keep no carriage, do not be over-solicitous to impress upon your friends that the sole reason for this deficiency is because you prefer to walk. Do not be ashamed of poverty, but, on the other hand, do not flaunt its rags unmercifully in the faces of others. It is better to say nothing about it, either in excuse or defence.

DOGMATIC STYLE OF SPEAKING.

Never speak dogmatically or with an assumption of knowledge or information beyond that of those with whom you are con-

versing. Even if you are conscious of this superiority, a proper and becoming modesty will lead you to conceal it as far as possible, that you may not put to shame or humiliation those less fortunate than yourself. If they discover your superiority of their own accord, they will have much more admiration for you than though you forced the recognition upon them. If they do not discover it, you cannot force it upon their perceptions, and they will only hold you in contempt for trying to do so. Besides, there is the possibility that you over-estimate yourself, and instead of being a wise man you are only a self-sufficient fool.

FAULT-FINDING.

Do not be censorious or fault-finding. Long and close friendship may sometimes excuse one friend in reproving or criticising another, but it must always be done in the kindest and gentlest manner, and in nine cases out of ten had best be left undone. When one is inclined to be censorious or critical, it is well to remember the scriptural injunction, "First cast the beam out of thine own eye, and then shalt thou see clearly to cast the mote out of thy brother's eye."

CONVERSING WITH LADIES.

A gentleman should never lower the intellectual standard of his conversation in addressing ladies. Pay them the compliment of seeming to consider them capable of an equal understanding with gentlemen. You will, no doubt, be somewhat surprised to find in how many cases the supposition will be grounded on fact, and in the few instances where it is not, the ladies will be pleased rather than offended at the delicate compliment you pay them. When you "come down" to commonplace or small-talk with an intelligent lady, one of two things is the consequence; she either recognises the condescension and despises you, or else she accepts it as the highest intellectual effort of which you are capable, and rates you accordingly.

HOBBIES.

People with hobbies are at once the easiest and most difficult persons with whom to engage in conversation. On general subjects they are idealess and voiceless beyond monosyllables. But introduce their special hobby, and if you choose you need only to listen. There is much profit to be derived from the conversation of these persons. They will give you a clearer idea of the aspects of any subject or theory which they may have taken to heart, than you could perhaps gain in any other way.

The too constant riding of hobbies is not, however, to be specially recommended. An individual, though he may be pardoned in cultivating special tastes, should yet be possessed of sufficiently broad and general information to be able to converse intelligently on all subjects, and he should, as far as possible, reserve his hobby-riding for exhibition before those who ride hobbies similar to his own.

THINGS TO BE AVOIDED.

It must be remembered that a social gathering should never be made the arena of a dispute. Consequently every subject liable to provoke a discussion should be avoided. Even slight inaccuracy in a statement of facts or opinions should rarely be remarked on in conversation.

Do not permit yourself to lose your temper in society, nor show that you have taken offence at a supposed slight.

If any one should assume a disagreeable tone of voice or offensive manner toward you, never return it in company, and, above all, do not adopt the same style of conversation with him. Appear not to notice it, and generally it will be discontinued, as it will be seen that it has failed in its object.

Avoid all coarseness and undue familiarity in addressing others. A person who makes himself offensively familiar will have few friends.

Never attack the character of others in their absence; and if you hear others attacked, say what you can consistently to defend them.

If you are talking on religious subjects, avoid all cant. Cant words and phrases may be used in good faith from the force of habit, but their use subjects the speaker to a suspicion of insincerity.

Do not ask the price of articles you observe, except from intimate friends, and then very quietly, and only for some good reason.

Do not appear to notice an error in language, either in pronunciation or grammar, made by the person with whom you are conversing, and do not repeat correctly the same word or phrase. This would be as ill-bred as to correct it when spoken.

Mimicry is ill-bred, and must be avoided.

Sneering at the private affairs of others has long ago been banished from the conversation of well-mannered people.

Never introduce unpleasant topics, nor describe revolting scenes in general company.

Never give officious advice. Even when sought for, give advice sparingly.

Never, directly or indirectly, refer to the affairs of others, which it may give them pain in any degree to recall.

Never hold your companion in conversation by the buttonhole. If you are obliged to detain him forcibly in order to say what you wish, you are pressing upon him what is disagreeable or unwelcome, and you commit a gross breach of etiquette in so doing.

Especially avoid contradictions, interruptions and monopolizing all conversation yourself. These faults are all intolerable and very offensive.

To speak to one person in a company in ambiguous terms, understood by him alone, is as rude as if you had whispered in his ear.

Avoid stale and trite remarks on commonplace subjects; also all egotism and anecdotes of personal adventure and exploit, unless they should be called out by persons you are conversing with.

To make a classical quotation in a mixed company is considered pedantic and out of place, as is also an ostentatious display of your learning.

A gentleman should avoid talking about his business or profession, unless such matters are drawn from him by the person with whom he is conversing. It is bad taste, particularly, to employ technical or professional terms in general conversation.

Long arguments or heated discussions are apt to be tiresome to others, and should be avoided.

It is considered extremely ill-bred for two persons to whisper in society, or to converse in a language with which all persons present are not familiar.

Avoid talking too much, and do not inflict upon your hearers interminably long stories, in which they can have but little interest.

CHAPTER IX.

Dinner Giving and Dining Out.

DINING should be ranked among the fine arts. A knowledge of dinner-table etiquette is all important in many respects, but chiefly in this: that it is regarded as one of the strong tests of good breeding. Dinners are generally looked upon as entertainments for married people and the middle aged, but it is often desirable to have some young unmarried people among the guests.

WHOM TO INVITE.

Those invited should be of the same standing in society. They need not necessarily be friends, or even acquaintances, but at dinner, as people come into closer contact than at a dance, or any other kind of a party, those only should be invited to meet one another who move in the same class of circles. Care must, of course, be taken that those whom you think agreeable to each other are placed side by side around the festive board. Good talkers are invaluable at a dinner party—people who have fresh ideas and plenty of warm words to clothe them in; but good listeners are equally invaluable.

INVITATIONS.

Invitations to dinner parties are not usually sent by post, in cities, and are only answered by post where the distance is such as to make it inconvenient to send the note by hand. They are

issued in the name of the gentleman and lady of the house, from two to ten days in advance. They should be answered as soon as received, without fail, as it is necessary that the host and hostess should know who are to be their guests. If the invitation is accepted, the engagement should, on no account, be lightly broken. This rule is a binding one, as the non-arrival of an expected guest produces disarrangement of plans. Gentlemen cannot be invited without their wives, where other ladies than those of the family are present; nor ladies without their husbands, when other ladies are invited with their husbands. This rule has no exceptions. No more than three out of a family should be invited, unless the dinner party is a very large one.

MANNER OF WRITING INVITATIONS.

The invitation should be written on small note paper, which may have the initial letter or monogram stamped upon it, but good taste forbids anything more. The envelope should match the sheet of paper. The invitation should be issued in the name of the host and hostess. The forms of invitation should be as follows:

Mr. and Mrs. Potter request the pleasure of Mr. and Mrs. Barton's company at dinner on Thursday, the 13th of October, at 5 o'clock.

An answer should be returned at once, so that if the invitation is declined the hostess may modify her arrangements accordingly.

INVITATION ACCEPTED.

An acceptance may be given in the following form, and may be sent either by post or messenger:

Mr. and Mrs. Barton have much pleasure in accepting Mr. and Mrs. Potter's invitation for October 13th.

INVITATION DECLINED.

The invitation is declined in the following manner:

Mr. and Mrs. Barton regret that a previous engagement (or whatever the cause may be) *prevents their having the pleasure of accepting Mr. and Mrs. Potter's invitation to dinner for October 13th.*

Or,

Mr. and Mrs. Barton regret exceedingly that owing to (whatever the preventing cause may be), *they cannot have the pleasure of dining with Mr. and Mrs. Potter on Thursday, October 13th.*

Whatever the cause for declining may be, it should be stated briefly, yet plainly, that there may be no occasion for misunderstanding or hard feelings.

INVITATION TO TEA-PARTY.

The invitation to a tea-party may be less formal. It may take the form of a friendly note, something in this manner:

Dear Miss Summer:

We have some friends coming to drink tea with us to-morrow: will you give us the pleasure of your company also? We hope you will not disappoint us.

FAILING TO FILL AN ENGAGEMENT.

When it becomes absolutely necessary to break an engagement once made for dinner or tea, a note must be sent at once to the hostess and host, with full explanation of the cause, so that your place may be supplied, if possible.

PUNCTUALITY.

The hour generally selected in cities is after business hours, or from five to eight o'clock. In the country or villages it may be an hour or two earlier. To be punctual at the hour mentioned

is obligatory. If you are too early you are in the way; if too late you annoy the hostess, cause impatience among the assembled guests, and perhaps spoil the dinner. Fifteen minutes is the longest time required to wait for a tardy guest.

THE SUCCESS OF A DINNER.

A host and hostess generally judge the success of a dinner by the manner in which conversation has been sustained. If it has flagged often, it is considered proof that the guests have not been congenial; but if a steady stream of talk has been kept up, it shows that they have smoothly amalgamated, as a whole. No one should monopolize conversation, unless he wishes to win for himself the appellation of a bore, and be avoided as such.

THE TABLE APPOINTMENTS.

A snow-white cloth of the finest damask, beautiful china, glistening or finely engraved glass, and polished plate are considered essential to a grand dinner. Choice flowers, ferns and mosses tastefully arranged, add much to the beauty of the table. A salt-cellar should be within the reach of every guest. Napkins should be folded square and placed with a roll of bread upon each plate. The dessert is placed upon the table amidst the flowers. An *epergne,* or a low dish of flowers, graces the centre; stands of bon-bons and confectionery are ranged on both sides of the table, which complete the decoration of the table. The name of each guest, written upon a card and placed one on each plate, marks the seat assigned.

ASSIGNING PARTNERS FOR DINNER.

The number at a dinner should not be less than six, nor more than twelve or fourteen. Then the host will be able to designate to each gentleman the lady whom he is to conduct to the table; but when the number exceeds this limit it is a good plan to have the name of each couple written upon a card and enclosed in an addressed envelope, ready to be handed to the

gentleman by the servant, before entering the drawing-room, or left on a tray for the guests to select those which bear their names.

If a gentleman finds upon his card the name of a lady with whom he is unacquainted, he requests the host to present him immediately after he has spoken with the hostess, also to any members of the family with whom he is not acquainted.

INTRODUCTIONS.

All the guests should secure introductions to the one for whom the dinner is given. If two persons, unknown to each other, find themselves placed side by side at a table, they may enter into conversation without an introduction.

ARRANGEMENTS OF GUESTS AT THE TABLE.

When dinner is announced, the host offers his right arm to the lady he is to escort to the table. The others follow, arm in arm, the hostess being the last to leave the drawing-room. Age should take the precedence in proceeding from the drawing-room to the dining-room, the younger falling back until the elder have advanced. The host escorts the eldest lady or the greatest stranger, or if there be a bride present, precedence is given to her, unless the dinner is given for another person, in which case he escorts the latter. The hostess is escorted either by the greatest stranger, or some gentleman whom she wishes to place in the seat of honour, which is at her right. The host places the lady whom he escorts at his right. The seats of the host and hostess may be in the middle and at opposite sides of the table, or at the opposite ends. Husbands should not escort their wives, or brothers their sisters, as this partakes of the nature of a family gathering.

DINNER A LA RUSSE.

The latest and most satisfactory plan for serving dinners is the dinner *a la Russe* (the Russian style)—all the food being

placed upon a side table, and servants do the carving and waiting. This style gives an opportunity for more profuse ornamentation of the table, which, as the meal progresses, does not become encumbered with partially empty dishes and platters.

DUTIES OF SERVANTS.

The servants commence, in passing the dishes, one upon the right of the host and one upon the right of the hostess. A master or mistress should never censure the servants at dinner, however things may go wrong. Servants should wear thin-soled shoes that their steps may be noiseless, and if they should use napkins in serving (as is the English custom) instead of gloves, their hands and nails should be faultlessly clean. A good servant is never awkward. He avoids coughing, breathing hard or treading on a lady's dress; never lets any article drop, and deposits plates, glasses, knives, forks and spoons noiselessly. It is considered good form for a servant not to wear gloves in waiting at table, but to use a damask napkin, with one corner wrapped around the thumb, that he may not touch the plates and dishes with the naked hand.

SOUP.

Soup is the first course. All should accept it even if they let it remain untouched, because it is better to make a pretence of eating until the next course is served, than to sit waiting, or compel the servants to serve one before the rest. Soup should not be called for a second time. A soup-plate should never be tilted for the last spoonful.

FISH.

Fish follows soup and must be eaten with a fork, unless fish knives are provided. If fish knives are not provided, a piece of bread in the left hand answers the purpose as well, with the fork in the right hand. Fish may be declined, but must not be called for a second time.

THE SIDE DISHES.

After soup and fish come the side dishes, which must be eaten with the fork, though the knife is used in cutting meats and anything too hard for a fork.

GENERAL RULES REGARDING DINNER.

When a plate of each course is set before you, with the knife and fork upon it, remove the knife and fork at once. This matter should be carefully attended to, as the serving of an entire course is delayed by neglecting to remove them.

Greediness should not be indulged in. Indecision must be avoided. Do not take up one piece and lay it down in favour of another, or hesitate.

Never allow the servant, or the one who pours, to fill your glass with wine that you do not wish to drink. You can check him by touching the rim of your glass.

Cheese is eaten with a fork and not with a knife.

If you have occasion to speak to a servant, wait until you can catch his eye, and then ask in a low tone for what you want.

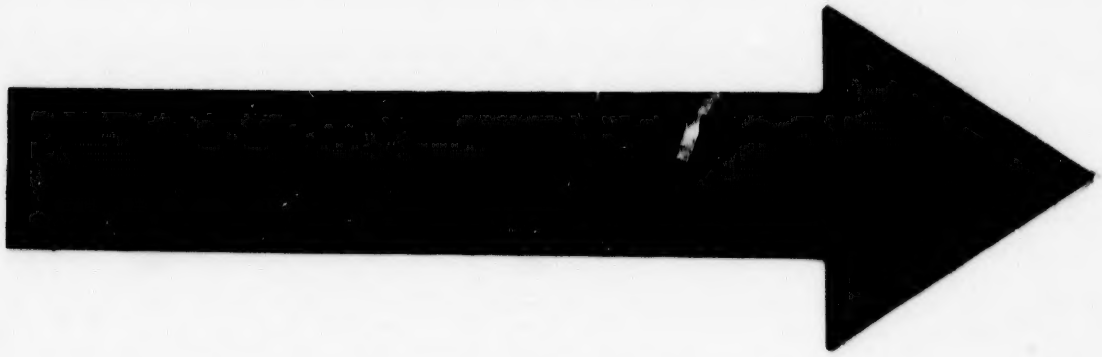
The mouth should always be kept closed in eating, and both eating and drinking should be noiseless.

Bread is broken at dinner. Vegetables are eaten with a fork.

Asparagus can be taken up with the fingers, if preferred. Olives and artichokes are always so eaten.

Fruit is eaten with silver knives and forks.

You are at liberty to refuse a dish that you do not wish to eat. If any course is set down before you that you do not wish, do not touch it. Never play with food, nor mince your bread, nor handle the glass and silver near you unnecessarily.

Never reprove a waiter for negligence or improper conduct; that is the business of the host.

When a dish is offered you, accept or refuse at once, and allow the waiter to pass on. A gentleman will see that the lady whom he has escorted to the table is helped to all she wishes,